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509 • November 2015

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Anniversary Commemorative Issue

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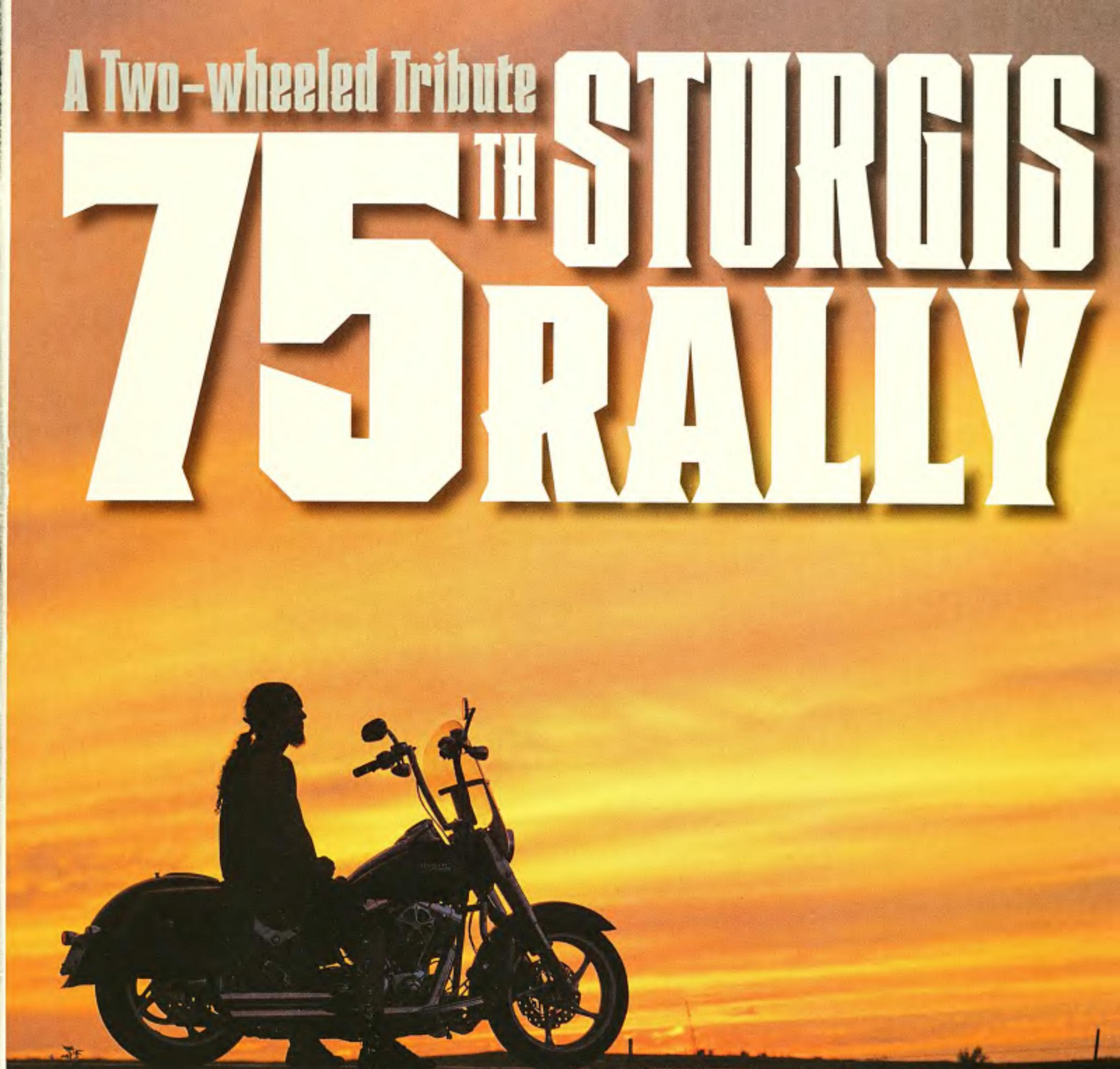
A Two-wheeled Tribute

75TH STURGIS RALLY



Remember the first time you saw a young and dashing Peter Fonda astride his stars and stripes chopper in the film *Easy Rider*? Well, now Peter is 75, just like the Sturgis Rally. Hard to believe but the Black Hills Classic has joined such celebrities as Jack Nickalus, Tom Jones, Ringo Starr, Lily Tomlin, and Tina Turner in hitting 75 years! Naturally, we had to be at the world's best biker rally to spoon feed Sturgis it's prunes and tapioca pudding.

We here at *Easyriders* magazine (celebrating our 45th Anniversary in 2016) decided to pull out all the stops to bring you a two-wheeled tribute to the 75th Sturgis Rally Diamond Anniversary with the Collector's Edition you hold in your hands or view on your smartphone, tablet, or computer via our digital edition.

Sturgis, a small cattle town with a population of 6,627, swelled in numbers August 3 through August 9 to include an estimated million riders, all intent on partyin' their asses off and living to ride home with a Sturgis 75th T-shirt! We hope you enjoy this once-in-a-lifetime Collector's Edition as much as your bros at *Easyriders* enjoyed creating it for ya.

—*Dave Nichols*

Photo: Michael Lichter

Easyriders®

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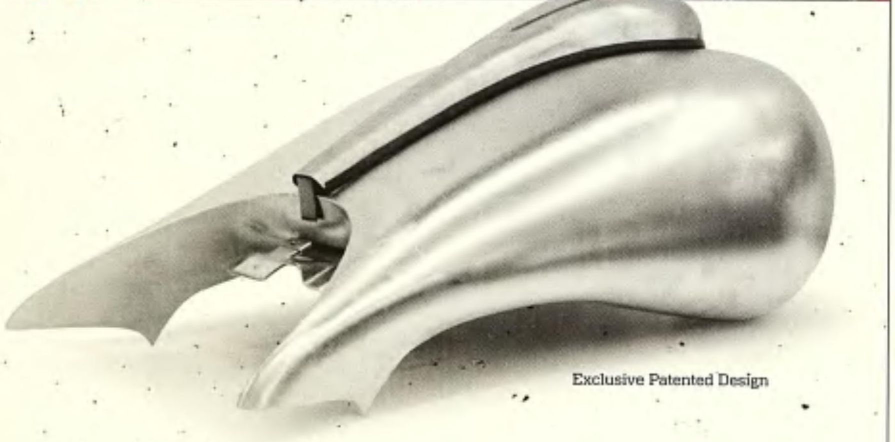

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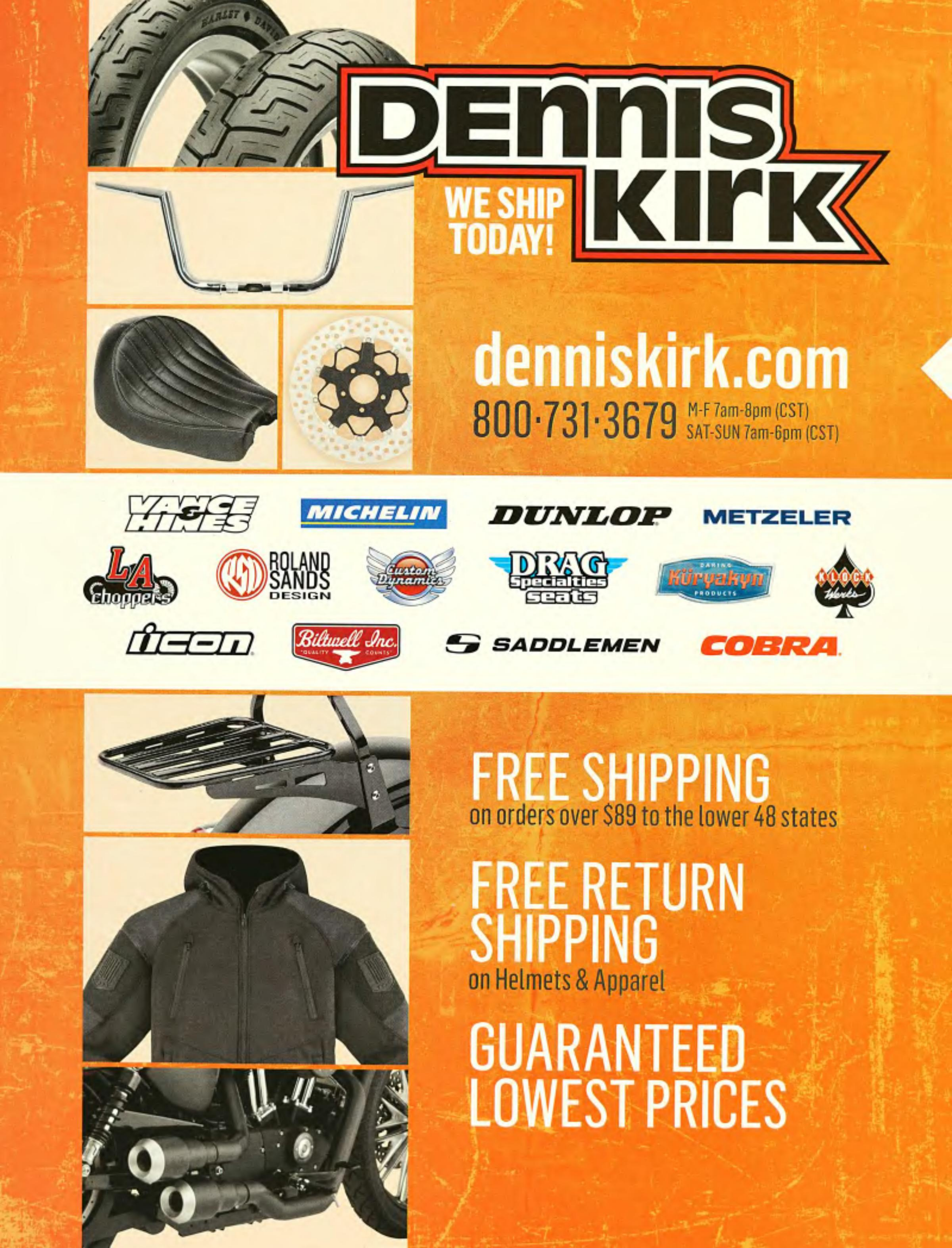
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T.D. Ward's Deraked Wonder Chop
BEST OF SHOW IN STURGIS

T.D. Ward of St. Louis, Missouri, is no newcomer to the pages of *Easyriders*, his Rods & Rides custom bikes have graced these pages before on many occasions. But this "deraked" Ultima-powered, Passion Purple chopper is special because it took top honors at our Easyriders Bike Show during the 75th Sturgis Rally, winning Best of Show!

T.D. arrived at our bike show, held in the courtyard of the Easyriders Saloon, early in the morning on Sunday, August 2. He parked his chopper and went about his business in his usual, laid-back style. Little did he know that our judges would pick his deraked scoot as the Best of Show of the day. "It was pretty wild," T.D. says. "I didn't expect that bike to do as well as it did. It was a surprise and I was super excited. It made my day!"

When asked about the chopper's unusual deraked style, T.D. tells us, "A lot of people call 'em grasshoppers. In St. Louis, that's the style people ride. They buy brand-new Harleys and derake 'em. The rest of the country has seldom seen these. I built a silver one that won best of show in Knoxville and then won second place at the Columbus Invitational. The deraked choppers get a lot of attention."

When he decided to build a badass chopper for the 75th Sturgis, T.D. began with the idea of going straight up in the air with the frame and bars. "I heard that apehangers are no longer banned in Sturgis. I got pulled over for mini-apes a few years ago. So I decided to build a nasty chopper with bars way up in the air. I decided on the single downtube with 18 holes in it. I was standing next to my shelf and found these little visors and put them on all the holes. I've got 18 hours just in that downtube alone!"

This bike has a very tall Ultima 131 inch monster motor that doesn't fit in most frames but T.D. knew it would fit in this tall chassis.

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-Thank you,
Rick Rademacher

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"I made the arched motor mounts that reminds me of the arch here in St. Louis," T.D. says. "Some say it reminds them of fireworks coming out of the top of the motor." Following up on the idea of creating a badass bike with some balls, T.D. took the end caps that he uses on some of his bikes' oil tanks and made this one look like two big balls!

When it came time to paint this deraked wonder, T.D. saw a hot rod purple 18-wheeler rollin' down the road and took a photo of it. "I sent the photo to my painter Brad Bole and he thought I was crazy," T.D. says. "I build 50 bikes a year but I've never painted one purple. It was a first and it took first place!"

Along with winning the Best of Show trophy, T.D. also got a gift certificate from Kürykyn's Bahn and Crusher lines for $1,500 as well the bike feature you're lookin' at.

—Dave Nichols

For the story of how our model Jenny almost didn't make it into this issue, check out the video for this feature in our Digital magazine.

Owner: T.D. Ward, *right*
City: St. Louis, Missouri
Designer: T.D. Ward

GENERAL

Fabrication: Rods & Rides
Year/make: 2015 Rods & Rides
Model: Deraked Chopper
Assembly: T.D. Ward
Time: 8 weeks
Chroming: Arkansas Jim

ENGINE

Year/make: 2015 Midwest Ultima
Model: Evo
Ignition: Ultima
Displacement: 131 cu. In.
Lower end: JIMS
Balancing: Ultima
Pistons: Ultima
Heads: Ultima
Cam: Ultima
Lifters: Ultima
Fuel System: Ultima R2 Carb
Air cleaner: Velocity
Pipes: Force

TRANSMISSION

Year/make: 2015 Ultima
Modifications: 21-tooth sprocket
Shifting: foot

PAINT

Painter: Brad Bole
Type/color: House of Kolor/Passion Purple

FRAME

Year/make: 2015 Rods & Rides
Type: derake
Rake: 35 degrees
Stretch: 18 inches
Shocks: none

ACCESSORIES

Bars: Rods & Rides
Handlebar controls: Rods & Rides
Fender: carbon fiber
Headlight: Custom Chrome
Taillight: 1947 Chevy
Pegs: V-Twin Mfg.
Electrics: Rods & Rides
Gas tank: Rods & Rides
Oil tank: Rods & Rides
Primary cover: Rods & Rides
Seat: Rich Phillips
Grips: Arlen Ness

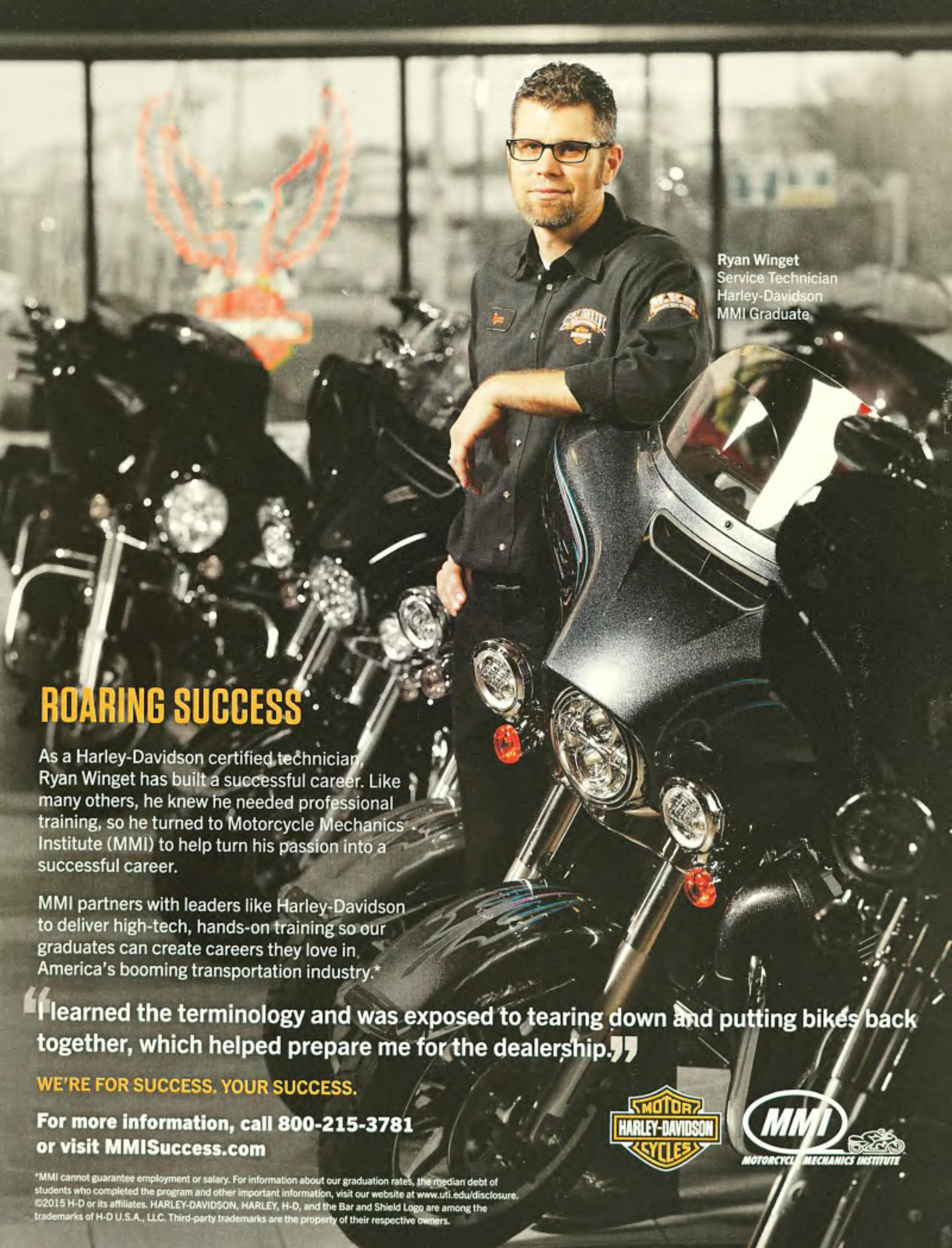
FORKS

Type: springer
Extension: 18 inches over
Builder: Mid USA

WHEELS

Size: 23-inch front, 18-inch rear
Type: DNA
Tires: Vee Rubber front, Avon rear
Brakes: DNA front, GMA rear

Photos: John Covington
Model: Jenny
Contact: T.D. Ward • Rods & Rides
855-ROD-RIDE • rodsandridesbytd.com



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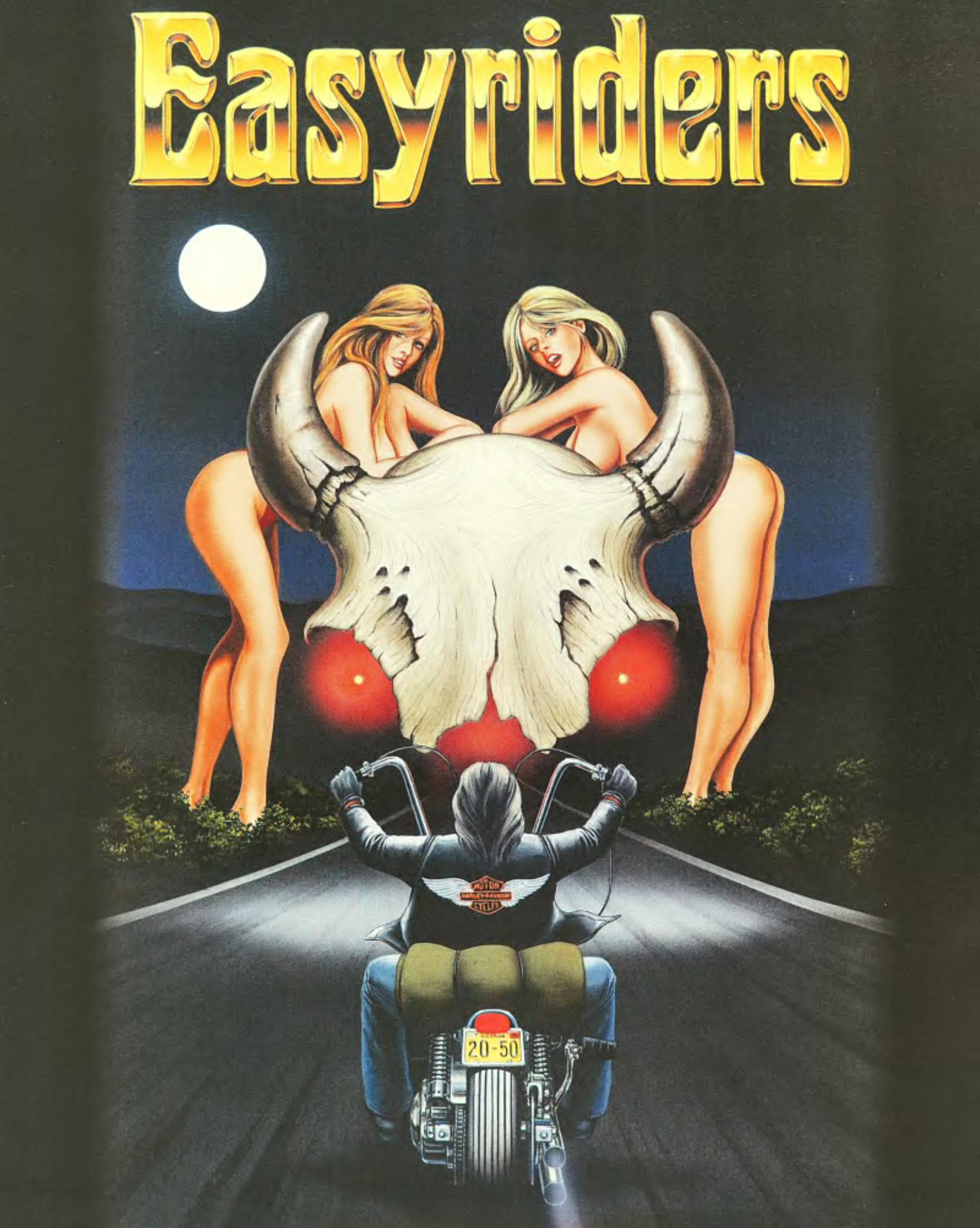
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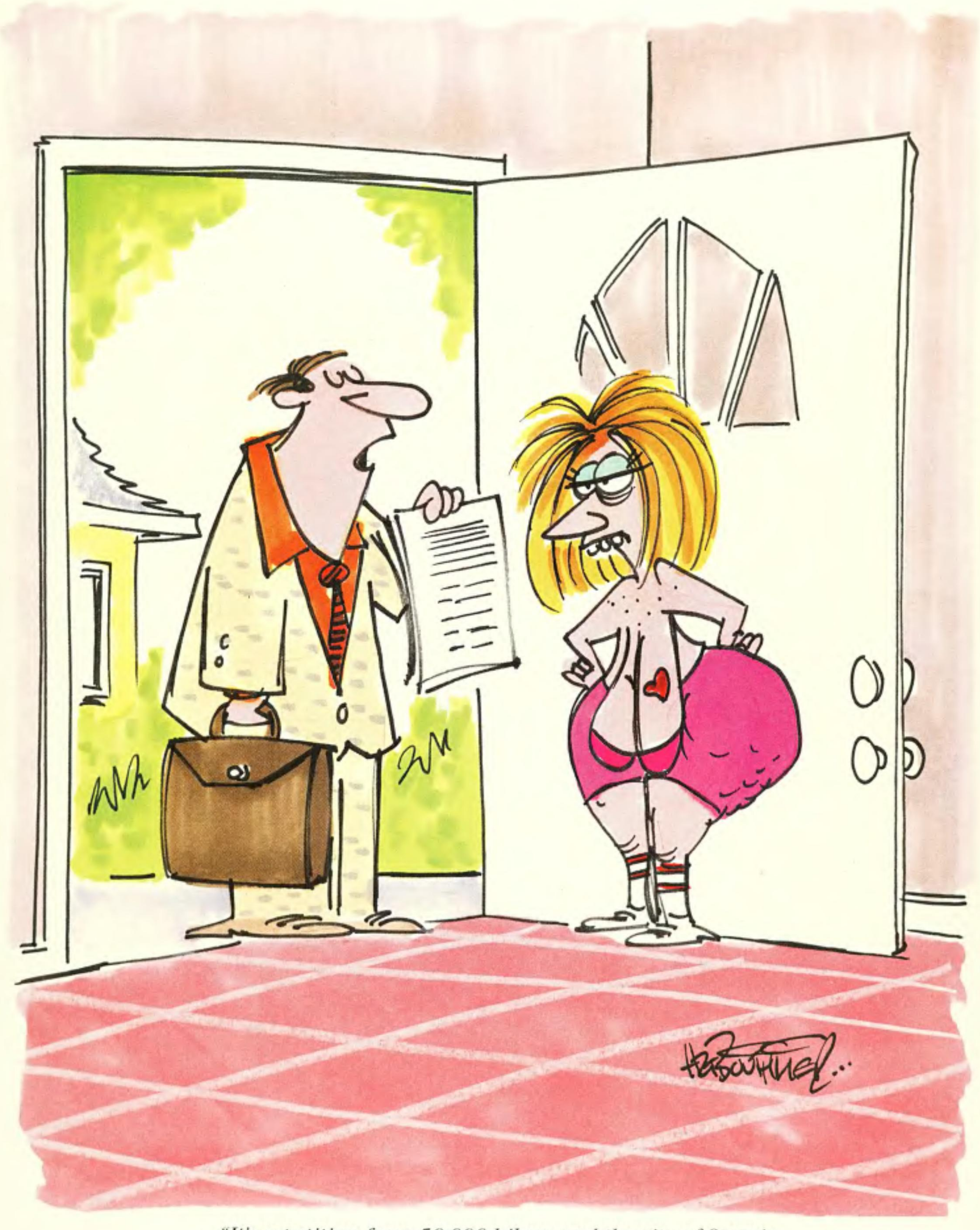

"It's a petition from 50,000 bikers and the city of Sturgis asking you to keep your clothes on this year."

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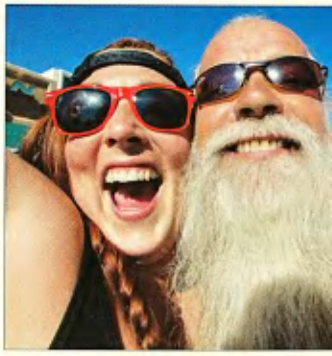
For the mind-melting 75th Sturgis Rally, Harley-Davidson and H.O.G. activities at three new locations — Rally Point, Sturgis Community Center, and Sturgis City Park—providing rally-goers additional opportunities to make lasting memories during the week-long event.

SEE Killer Video Coverage
of the 75th Sturgis Rally In Our Digital Edition!

Sturgis' Diamond Anniversary
THE ULTIMATE BIKER BASH



At the corner of Main Street and Harley-Davidson Way, the Rally Point is the new year-round home for motorcyclists to gather. During the rally, the Rally Point offered daily concerts and shows, a bike raffle for the Muscular Dystrophy Association, and an official photo area for riders with their motorcycles to have a picture snapped with the iconic Sturgis sign as the backdrop.

H-D's General Merchandise Creative Director Karen Davidson was on hand to honor 100 years of women riders, and UFC fighters signed autographs and took photos with fans. Ground zero to check out new Harley models, MotorClothes, and demo rides was the Sturgis Community Center at Fourth and Lazelle, while the Sturgis City Park a few miles away hosted a display of custom Harleys. You could take a gander at H-D's new LiveWire electric bike, visit the Harley mobile museum, and even get a close look at such Harleywood Bikes as the Captain America scoot and the Harleys used in the *Sons of Anarchy* TV series.

The Sturgis Flat Track also featured the Black Hills Half-Mile Harley-Davidson GNC1 presented by Vance & Hines. The H-D Factory Flat Track Wrecking Crew, Brad Baker, Jared Mees, and Kenny Coolbeth, fiercely battled handlebar to handlebar in the corners for white-knuckle supremacy.

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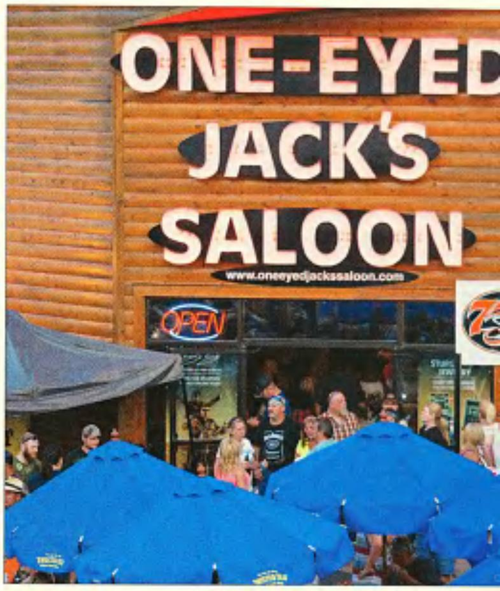
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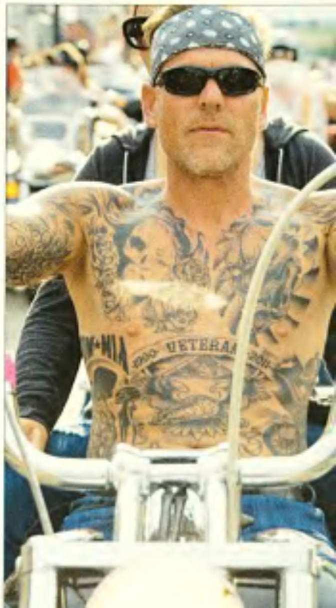
BUFFALO CHIP

Indian Motorcycle gathered its wagons in a circle on Lazelle Street where bikers could explore the lineup of 2016 models and enjoy demo rides. Several new customs were also on display, including newly-revealed bikes from the Scout Custom Series, like the Black Bullet Scout and the USO Tribute Scout built by Klock Werks, along with the 2014 Indian Big Chief Custom, and a new Chieftain custom from Azzkikr Custom Baggers. A 1948 Chief commemorated the 75th anniversary and was rebuilt on-site by Starklite Cycle during the rally.

Indian, Victory, and Jack Daniels held America's Block Party each day featuring live music, the Jack Daniel's Experience, NASCAR stars, and a veteran's charity ride.

Each year, the Sturgis Motorcycle Museum holds a breakfast during which people who have contributed to the two-wheeled world are inducted into the Hall of Fame. This year's inductees included AMA champion racer Everett Brashear, Sturgis Police Chief Jim Bush – J.C. "Pappy" Hoel Outstanding Achievement Award, EagleRider's Chris McIntyre, Dirty Bird Concepts' John Shope, custom bike builder Sugar Bear, H-D Dealer, the late Don Tilley, and Thunder Cycle Design's Eddie Trotta. Motorcycle Attorney Richard Lester entered the Freedom Fighters Hall of Fame.



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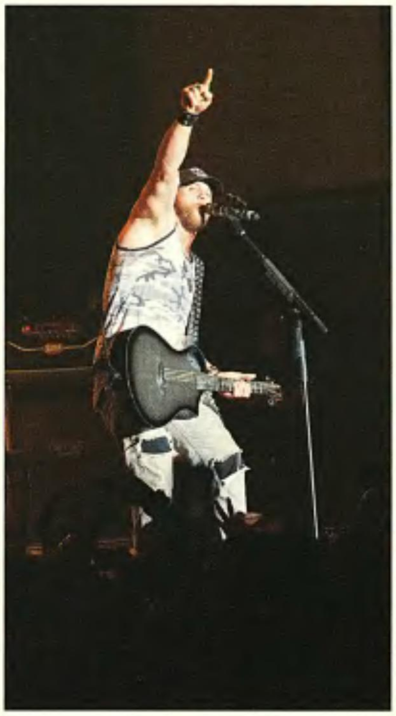

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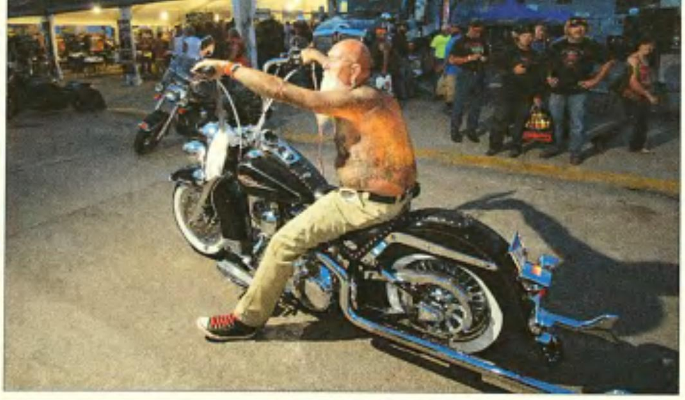
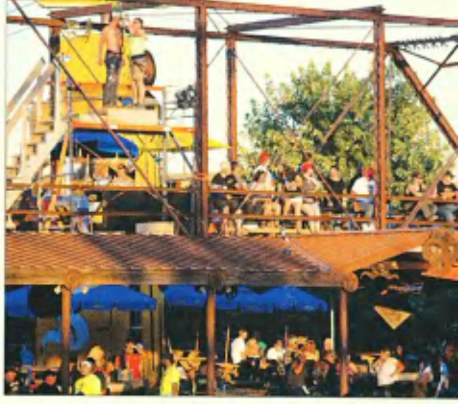
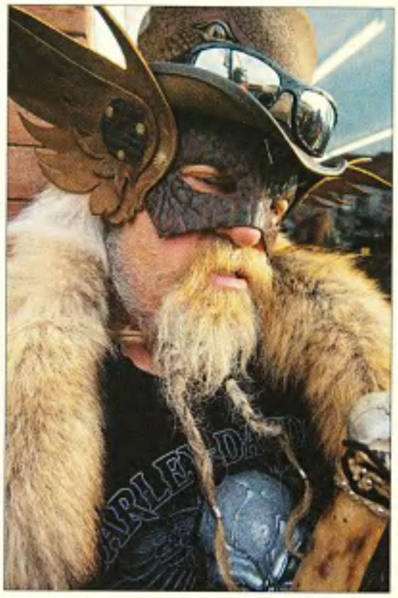
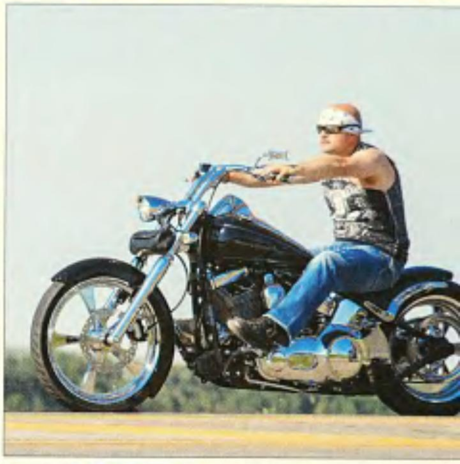








STURGIS 2015

One of the highlights of the Sturgis Rally each year is *Easyriders* photographer Michael Lichter's Motorcycles as Art museum show, held in the Russ Brown Events Center at the Buffalo Chip property. For the 75th anniversary, Michael created a very special offering called The Naked Truth—35 Customs/35 Years/Motorcycles Exposed.

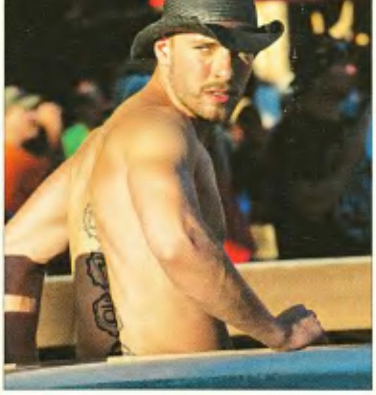
This exhibition showcased the raw talent of 35 world-renowned bike builders. Many of them built special creations specifically for this exhibition. Each of the rolling metal sculptures were displayed exposed and naked, unencumbered by paint and graphics, atop elevated pedestals to better give guests an open view from every angle. Appropriately, hanging alongside these "naked" bikes were more than 100 photographic prints chosen from curator Michael Lichter's archives. Exposed as his subjects appeared, without retouching and enhancement, Lichter's photographs have captured the changing face of the motorcycle world from the 1970s to today.

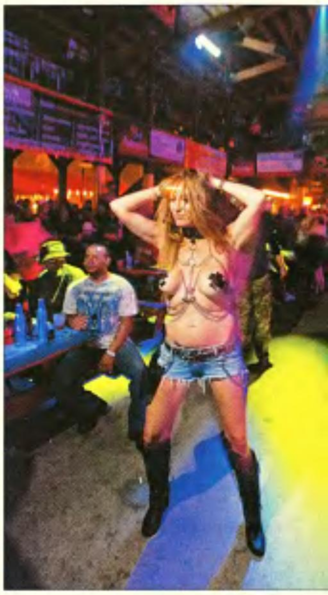
At the Buffalo Chip Campgrounds and Concerts, this year's mega lineup of musical talent included (are ya ready?) Alice Cooper, Five Finger Death Punch, Sweet Cyanide, Brantley Gilbert, 38 Special, Brian Grilli, Goadsmack, Dee Snider, Nazareth, Lynard Skynard, Shinedown, Lukas Nelson & POTR, John Fogerty, Social Distortion, Brent James, The Guess Who, Styx, Def Leppard, Skid Row, and War. Whew!

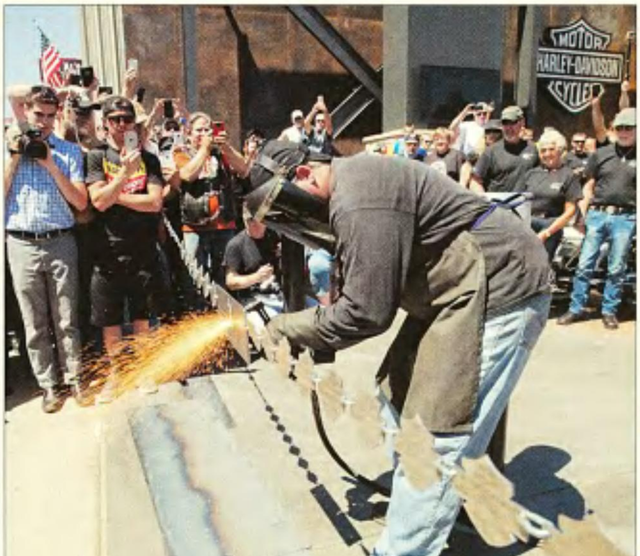
Just down the road at The Full Throttle Saloon, Michael Ballard and Angie put on one helluva party all week. Concerts included Brian Howe of Bad Company, Holy water, Foghat, Molly Hatchet, Bret Michaels, Tanya Tucker, Travis Tritt, Jackyl, and more. But my favorite thing about the Full Throttle is still havin' Angie sit her perfect butt on my head.

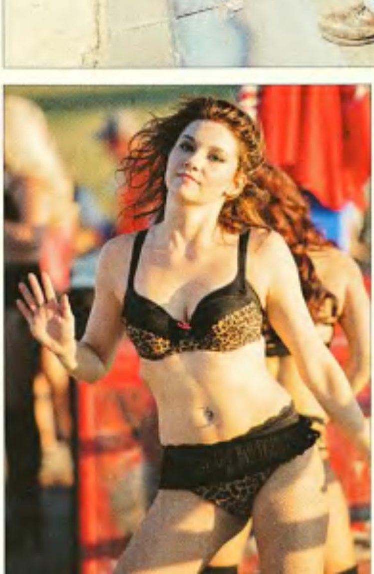
Every bar in the Black Hills managed to have live music during the rally, but our favorite biker band is still The Fryed Brothers Band that played down at The Broken Spoke Campgrounds and also at The Knuckle Saloon. Harry and the boys sure know how to get engineer booted toes tappin'. They are, without a doubt, the world's best biker band! Their awesome tune, "The Roar of Dirty Thunder" should be the official rally song for Sturgis! —*Dave Nichols*

Photos: Michael Lichter









Mike Lichter's photo crew, Melissa Shoomaker, Garrett Stanley and Shannon Kerr.

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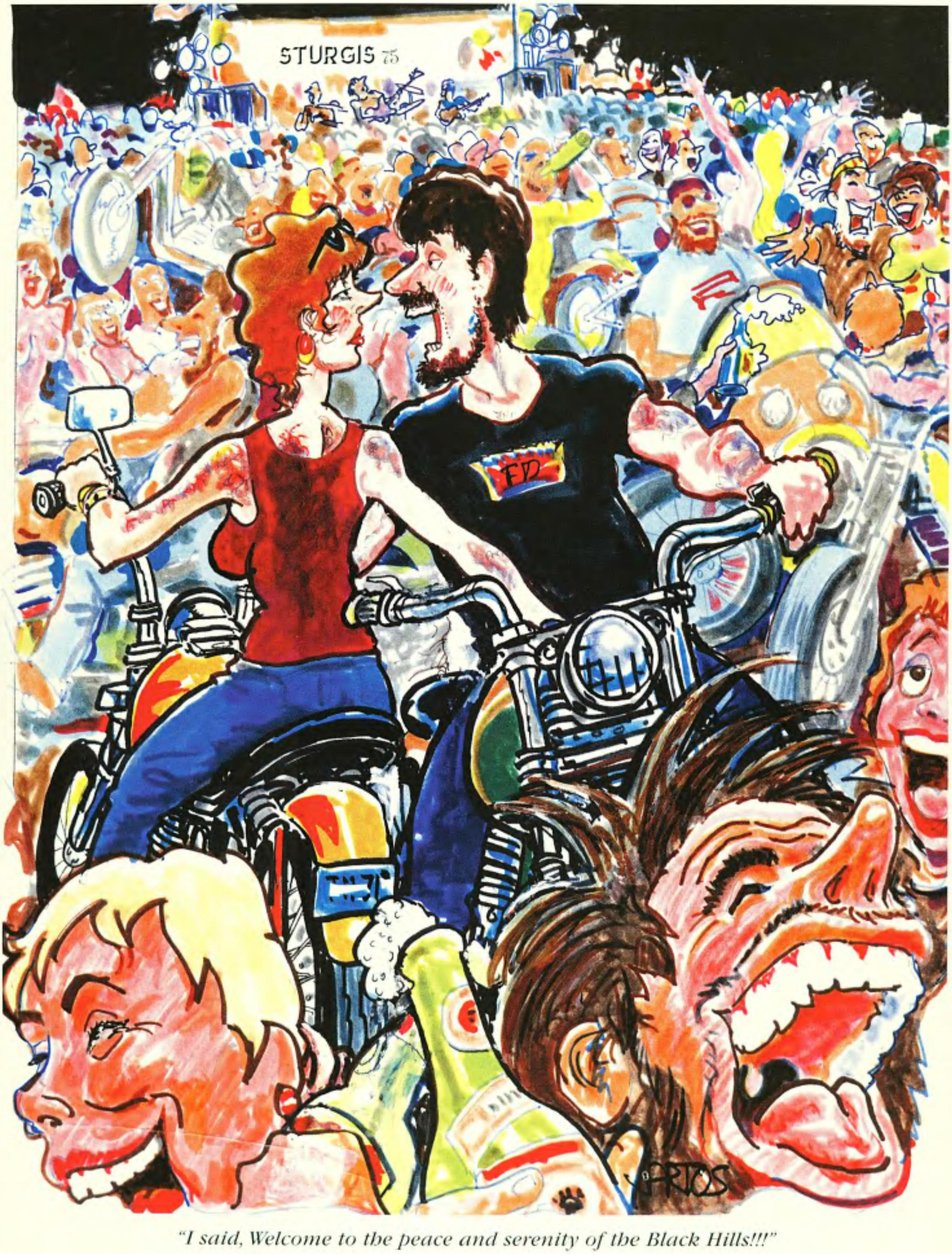

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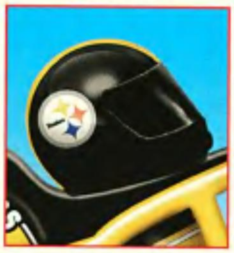

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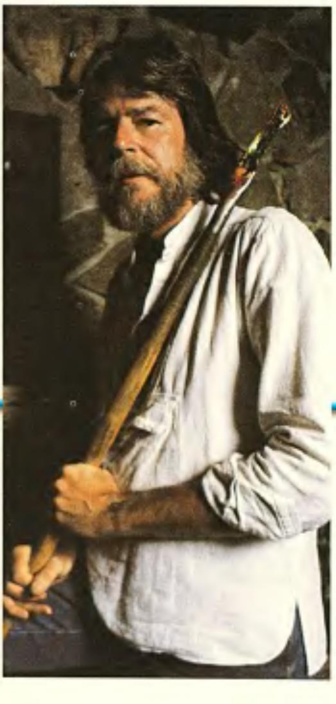

Easyriders artist David Mann captured the biker lifestyle like no other. He was truly the Norman Rockwell of the two-wheeled world. He had the feel of the road and the knowledge of custom motorcycles to accurately portray the real lifestyle! This "In Memory Of" piece depicts the loss of a loved one, through the missing rider of the rear shadow on the mountain. No doubt a wife, girlfriend or close acquaintance - it reminds us, here at the magazine, of some really stand up female staff that are no longer with us.

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WIN!!! WIN!!! WIN!!!

Limited Edition Canvas Giclee Print Contest!

30" X 45"

Six, word savvy, reader/writers are going to win one of these 30" by 45" limited edition canvas giclee prints of David Mann's "IN MEMORY OF" painting, which was first published in 1999.

All you have to do to win one of these 6 very limited edition canvas giclee prints (we are only printing 6 for this contest) is tell us in 50 words or less, what this iconic image means to you, and/or tell us what David Mann's body of artwork has meant to you in your lifetime. Our magazine editors will judge the entries and pick the 6 winners - and - who knows, they may want you to be an ongoing, PAID CONTRIBUTOR to our magaziines! The winners will be announced in the August '16 issue of *Easyriders* and their entries will be published in that issue too! The contest deadline is 3/16/16 and there is only one entry permitted per household. No purchase necessary, void where prohibited by law.

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Matt Bierman's 2014 S&S Radical Rigid

1st PLACE RADICAL CUSTOM IN STURGIS

My goal was to get the bike featured in a magazine. I spent as much on tools to build this chopper as I did on the bike itself.

This gleaming orange rigid was found in Sturgis at the 75th Rally. Owner Matt Bierman of Castle Rock, Colorado, brought this show-winner to our Easyriders Bike Show in Sturgis and took home a First Place Radical Custom award! "My goal was to get the bike featured in a magazine. I have a lot of hours in it," Matt says.

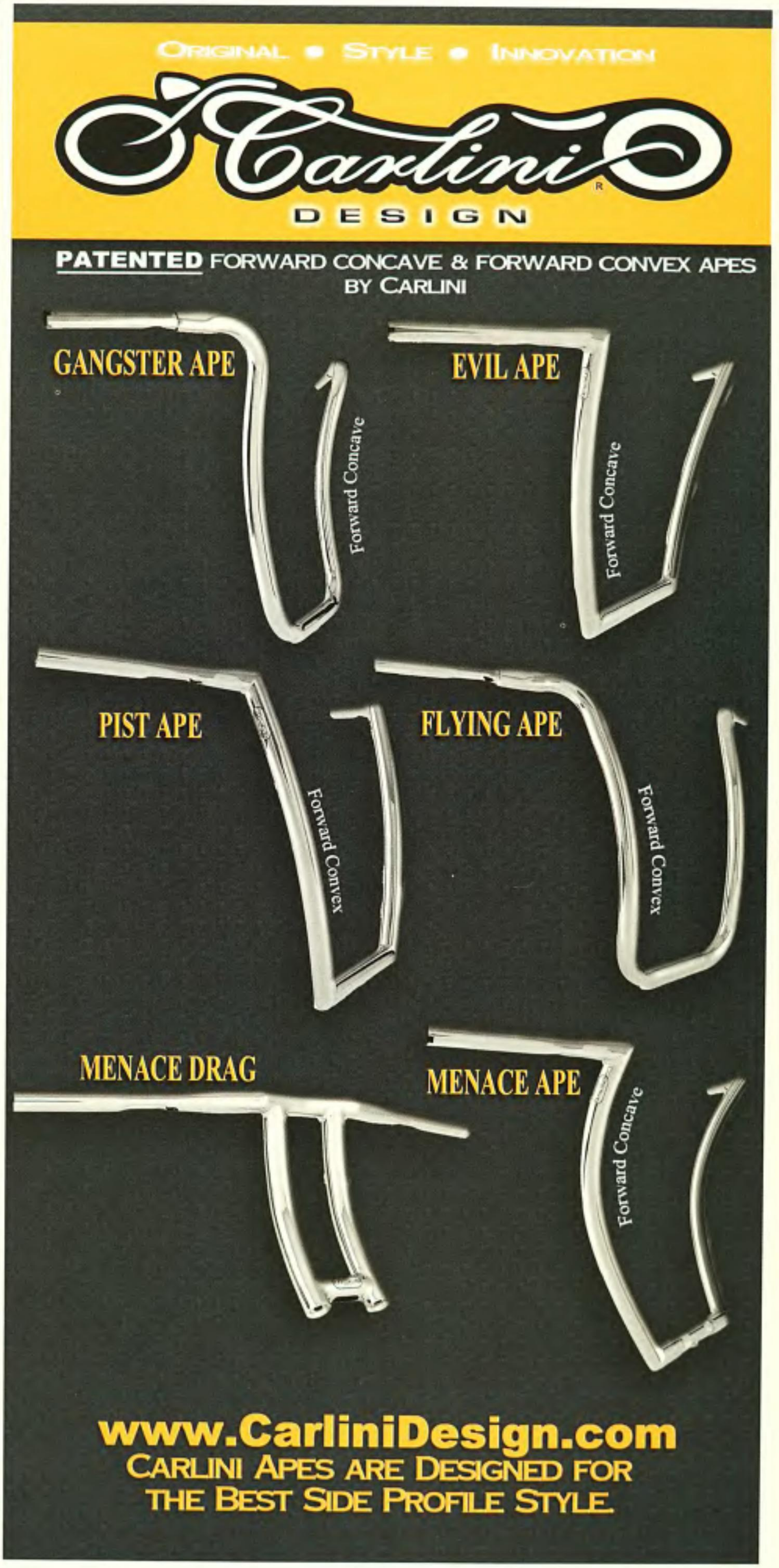
The chopper he calls "Fistful" as in, *A Fistful of Dollars,* is his first and only ground-up custom. "I don't have a company," Matt tells us. "In fact, I spent as much on tools to build this chopper as I did on the bike itself." He began by ordering a custom frame from Maximum Motorcycles in Canada, and the powerplant is a tried and true S&S 113. Matt bought a welder, a lathe, a plasma cutter, a mill machine—you name it. "I basically built a shop as I built the bike." But intent on learning to create a custom sled himself, Matt enlisted the aid of his good friend Jason Ringel. "Jason taught me to weld and helped me fabricate all the one-off pieces on the bike," Matt says.

Jason and Matt put a lot of time and effort in creating the one-of-a-kind CNC machined dash panel, the unique air bag suspension for the Bitchin Stickin seat, the twisted sissybar, exhaust system, and taillights. How much time? "Actually, I had 90 percent of the bike finished in the first two years, but then I got a job with Bank of the West and manage their business banking for the whole company, so I haven't had much time to finish Fistful. Because of that banking job, it has taken Matt five years to complete this orange chop.

Speaking of the orange and copper paint, Dino's Custom Cycles stripped the bike down for paint and then reassembled it just in time for the 75th Sturgis Rally. "I got the chopper back on the Thursday before I left for Sturgis," Matt says. "Luckily, it runs great!"

Fistful won First Place Radical Custom at our Sturgis Easyriders Bike Show and that got him the bike feature you see before you. For Matt Bierman, that means mission accomplished!

—*Dave Nichols*



Owner: Matt Bierman
City: Castle Rock, Colorado

GENERAL

Fabrication: Matt Bierman
Year/make: 2014 Custom
Model: Hardtail Chopper
Assembly: Matt Bierman
Time: 5 years
Chroming: Dino's Custom Cycles

ENGINE

Year/make: 1999 S&S
Model: Evo
Ignition: Crane
Displacement: 113 cu. in.
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Fuel System: S&S Carb
Air cleaner: Performance Machine
Pipes: Matt Bierman

TRANSMISSION

Year/make: 2009 Baker
Shifting: 6 speed

PAINT

Painter: Dino's Custom Cycles
Type/color: House of Kolor/copper and orange

FRAME

Year/make: 2009 Maximum Motorcycles
Type: hardtail
Rake: 40 degrees
Stretch: 6 inches up, 4 inches out
Shocks: none

ACCESSORIES

Bars: Matt Bierman
Handlebar controls: Performance Machine
Fender: Matt Bierman
Headlight: Custom Chrome
Taillight: Matt Bierman
Pegs: Performance Machine
Gas tank: Matt Bierman
Oil tank: Matt Bierman
Primary: Matt Bierman
Seat: Air Ride by Matt Bierman, Bitchin Stichin
Grips: Performance Machine

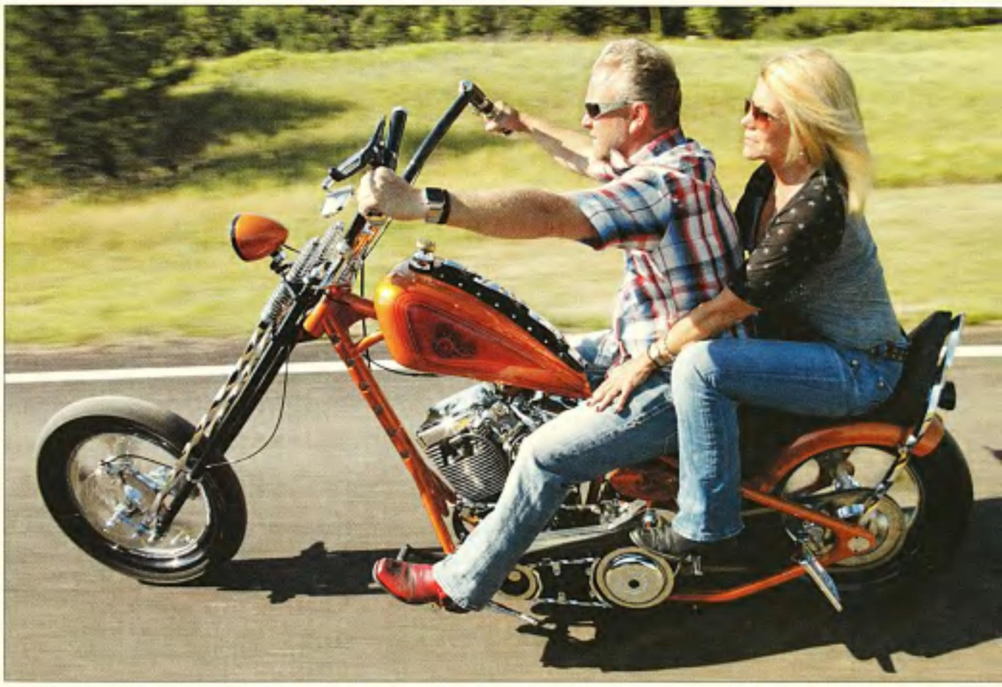
FORKS

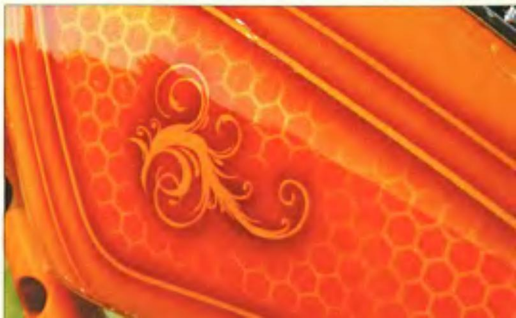
Type: springer
Extension: 16 inches over
Make: Denvers Choppers

WHEELS

Size: 19 inches
Make: Renegade
Tires: Metzeler
Brakes: Performance Machine

Photos: John Covington





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Twenty Miles East Of Sturgis
Black Hills Harley-Davidson

The bike sales tent was packed with new and used bikes. There were 60 Street Glides to choose from.

Eleven months out of the year, Black Hills Harley-Davidson bills itself as the Midwest's largest H-D dealer. Each August it is likely the busiest Harley dealer in the world. Located just 20 miles east of Sturgis, on interstate 90, the rally dumps hundreds of thousands of V-twin riders practically on its doorstep! This has not been lost on the folks at Black Hills H-D; along with its 20,000 square foot main building, they have paved a 40-acre back lot that each August turns into a premier motorcycle product display location.

Black Hills H-D isn't just in the display business, however. The dealership also operates a complete parts department, a fully staffed service department, and sells upwards of 700 new and used Harleys. It moves clothing by the truckloads, service several thousand bikes, and mounts hundreds upon hundreds of tires. For this year's rally, the bike sales department moved into a 35,000 sq. ft. tent. They started the rally with about 600 new bikes and a couple of hundred used rides. Over the last week of July and the first two weeks of August, it sold 500 new and 200 used bikes.

Like a lot of riders, for us, the real draw was the vendor display annex; during this year's rally there were more than 130 vendors. Beyond typical fare, such as T-shirts and snow cones, these vendors included everything from hard parts manufacturers and a suspension specialist to makers of seats and bodywork accents. A goodly number of vendors had well-organized installation areas that were staffed with technical personal; two of the biggest were Küryakyn and Vance & Hines.

If you go to the Sturgis Rally next year, you've got to hit Black Hills H-D.

—John Sullivan

Black Hills Harley-Davidson
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The main building had every clothing item in Harley's catalog, plus a complete hard parts inventory.

One of our favorite bikes is the Wide Glide, our local dealer usually has one or maybe two, Black Hills Harley-Davidson had eleven, and in every color the factory produces.

Outside in the vendor annex, we saw all of Progressive Suspension's new stuff.

Accompanying Baker Drivetrain's display were competent staff that could explain the products.

Boss Bags was not only selling, but also installing its bags.

Renegade Wheels installed wheels right on the premises.

Aero Rudd of Ciro Products gave us a tour of just a few of the new company's offerings.

Trask Performance was showing its full line of performance and control products. That turbo kit is really hot stuff.

Jim Nasi had the coolest rear fender; its lines weren't broken up by a license plate...

Unless you flipped a switch!

Tony at Iron Braid was busy fitting brake and clutch levers with his leather treatments.

Arnott Suspension had comprehensive displays to illustrate the workings of its air suspension systems.

Another display bike that caught our eye was Jayson Specht's turbo-charged Dyna. I think it started out as a Super Glide, which we would now call a Speed Glide.

D&D Performance Exhaust showed its latest 2-into-1 exhaust systems.

LoadAll was demonstrating its one-man ramp systems.

Roland Sands' speed record bike was in the Dunlop Tire display booth. If it goes half as fast as it looks, it will beat the record.

Photos: John Sullivan

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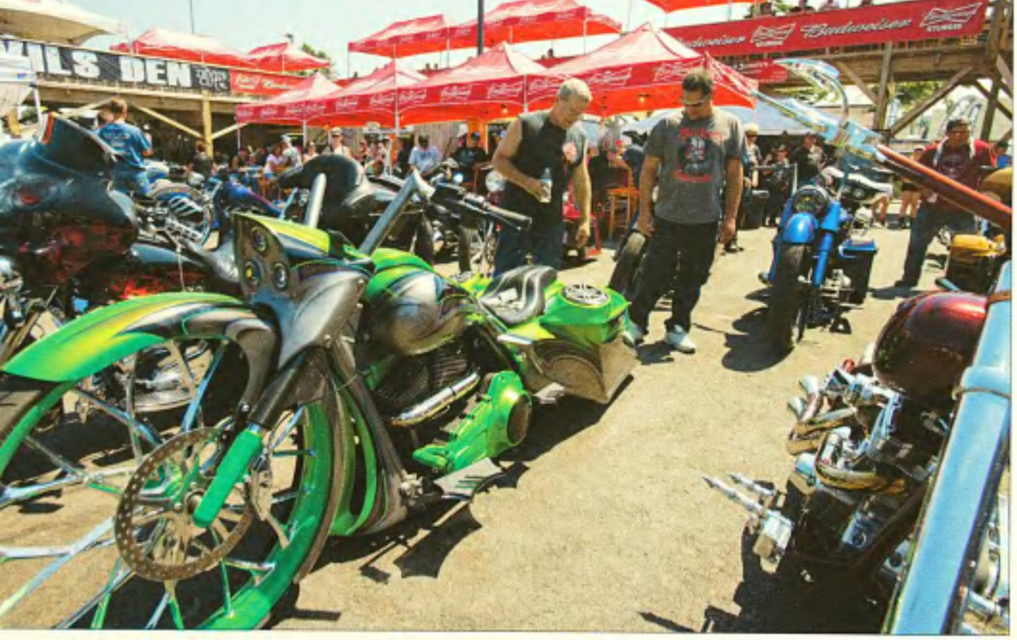
EASYRIDERS BIKE SHOWS

The Coolest Customs in the Black Hills

Each year the editors of *Easyriders, V-Twin, ROAD IRON* and *WRENCH* hold court at the mighty Easyriders Saloon on the corner of Junction and Lazelle during the Sturgis Rally for three incredible custom bike shows. Right next to the three-story building a large outdoor music stage and courtyard hosts three custom bike shows. On Sunday, August 2, we were proud to present the Easyriders Custom Bike Show and the ROAD IRON Custom Bagger Show. On Monday, August 3, we presented a passel of old-school choppers and bobbers at the WRENCH Bike Show.

The fine folks at Carolina Customs created one-of-a-kind trophies for the show winners and Küryakyn, through its brands Bahn and Crusher, presented $6,000 in gift certificates to top award winners. Our editors started Sunday bright and early, registering bikes into the shows, making sure bike owners completed paperwork and placing the bikes for attendees to enjoy throughout the day.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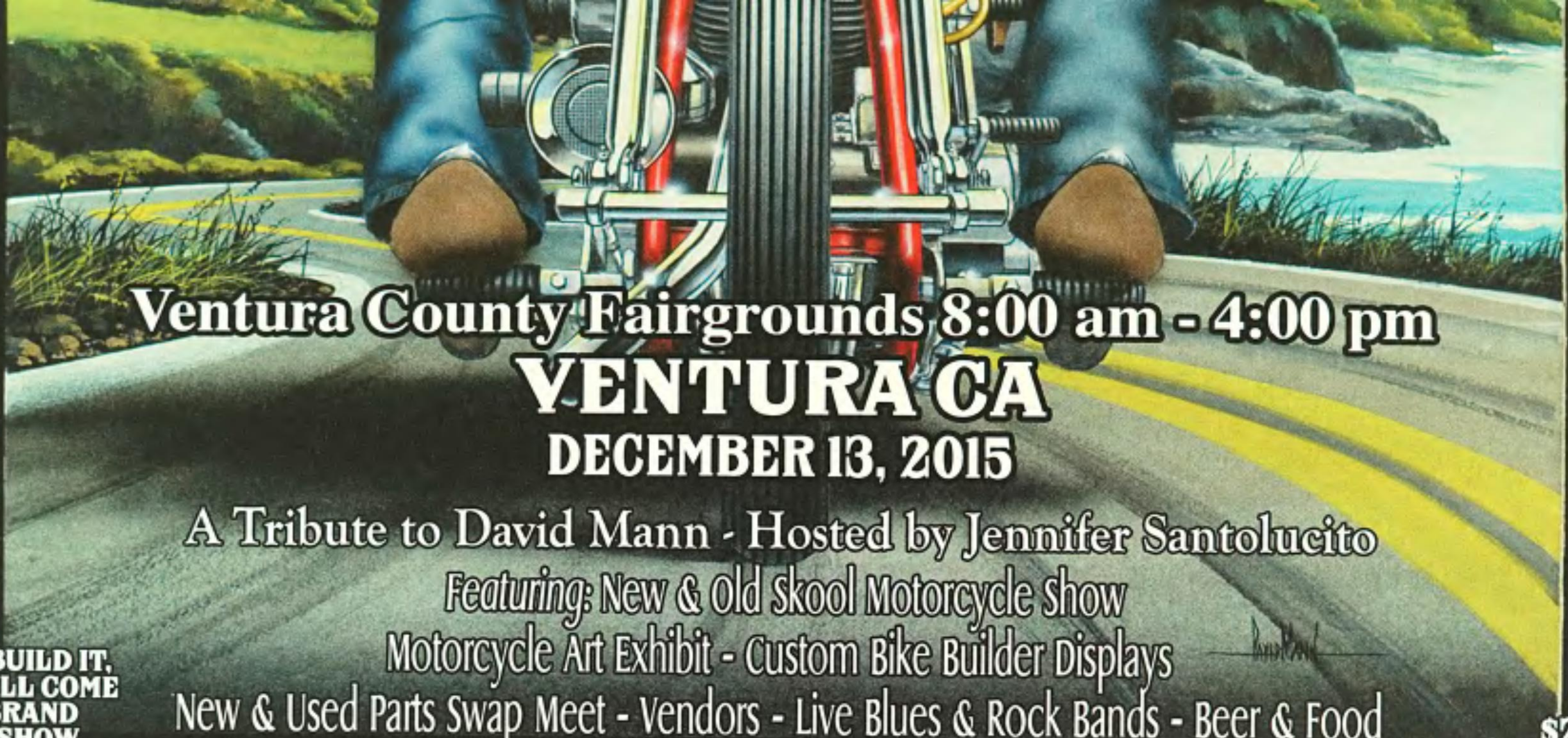

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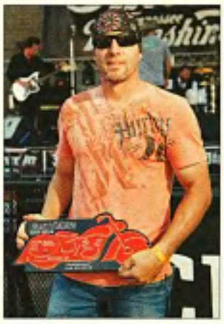

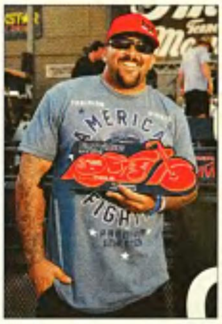

Photos: John Covington and Michael Lichter

Bikes of every description rode in and we cut off entrants at 1:30 so that the judges could begin the arduous task of going over every motorcycle with a fine-toothed comb and making complex notes before agreeing on which customs would take home the gold. As we judged the customs, the crowd rocked to the tunes of ZZ 3, a ZZ Top tribute band.

Since the Easyriders Saloon puts on live music on the outdoor stage every night, we had to give out trophies and get our buns over to the Michael Lichter Museum Show at the Buffalo Chip by 6 pm, so our job was cut out for us. By 4 pm I took to the stage, along with *ROAD IRON* editor John Sullivan and our Roving Editor Clean Dean Shawler, to hand out trophies and prizes and to make sure winners could have their bikes photographed for a feature in this issue of *Easyriders* by our ace photographer John Covington.

TOP WINNERS OF THE EASYRIDERS CUSTOM BIKE SHOW INCLUDED:

OLD SCHOOL:

1st TOL Designs' 1976 Shovel
2nd Josh Soto's 1956 Panhead
3rd Asian Dan's 1999 Sporty

MODIFIED STOCK:

1st Dennis "Old Hippy" Baago's 2013 McVay
2nd Billie Schaff's 2007 Jack Daniels Street Bob
3rd Mike Wittlock's 2009 Indian Chief

STREET CUSTOM:

1st Josh Soto's 2015 General Lee
2nd Jimmy Henry's 2006 Diamondback
3rd Sandy Rushing's 2011 Bobber

RADICAL CUSTOM:

1st Matt Bierman's 2014 113 Chopper
2nd Chad Switzenberg's 2006 Ultima
3rd Charles Ugalde's 2004 Chopper

BEST OF SHOW:

T.D. Ward's 2016 Rods & Rides Derake

T.D. also won a bike feature right here in this issue.

Look for a complete list of the winners of our WRENCH Bike Show later in this issue and check out the complete list of ROAD IRON Bike Show winners in our *V-Twin* edition. Congratulations to all who participated in these great shows during the 75th Sturgis Rally celebration!

—*Dave Nichols*

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Dedicated bikers share an unquenchable thirst for the wild, free-spirited fun that comes from the wind rushing by, and the glint of chrome in their eye. Now you can salute the joy of pursuing the freedom found only on the open road with the *Ride Hard, Live Free Motorcycle Collector's Stein*, exclusively from The Bradford Exchange. A customized masterwork with full-color, wraparound imagery by Marc Lacourciere and Larry Martin, this hand-crafted, 30-ounce *Heirloom Porcelain®* stein boasts a custom lid with golden stars and a proud eagle captured in flight. But what makes it truly one-of-a-kind are two more details designed to thrill: the handle resembles a bike's hand grip and the sculpted bottom captures the rugged tread of a motorcycle tire!

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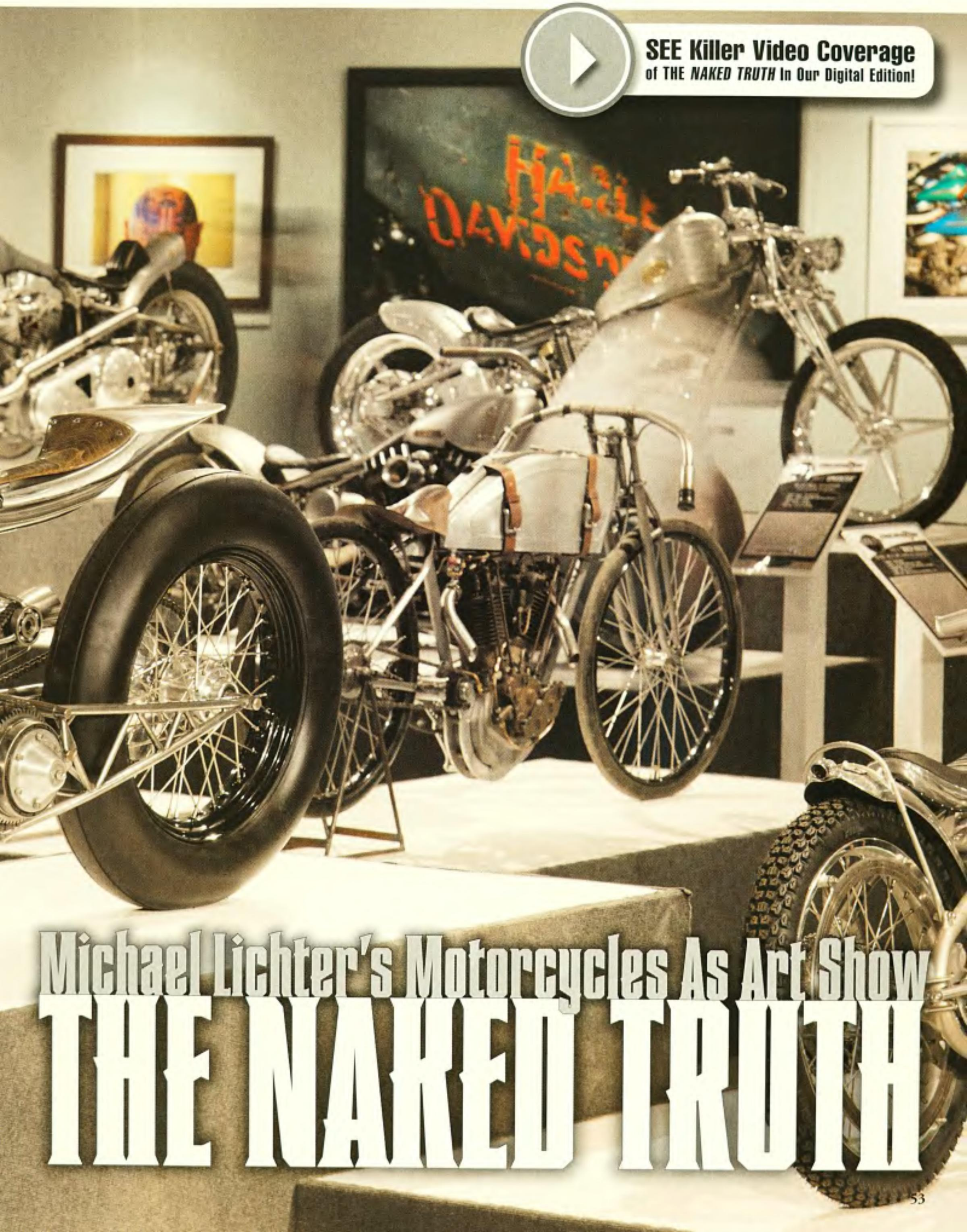


Michael Lichter's Motorcycles As Art Show

THE NAKED TRUTH

The Buffalo Chip Campground once again hosted Michael Lichter's Motorcycles as Art museum show for the 75th Anniversary of Sturgis with *The Naked Truth—35 Customs/35 Years/ Motorcycles Exposed.*

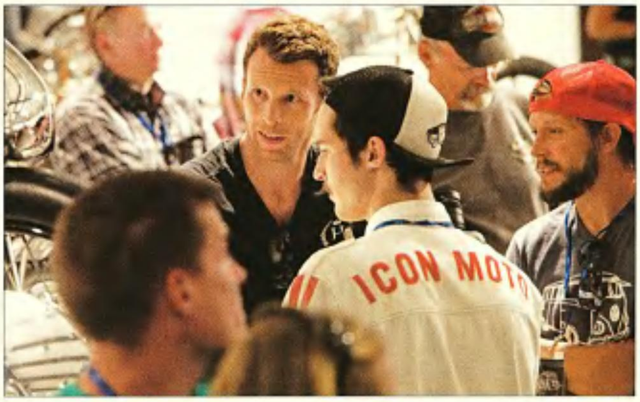
This exhibition endeavored to lay bare the raw talent of 35 world-renowned bike builders, most of whom are building their creations specifically for this exhibition. Each of these rolling metal sculptures were displayed exposed and naked, unencumbered by paint and graphics, atop elevated pedestals to better give guests an open view from every angle. The Naked Truth Show was free to the public and ran throughout the Rally in the Buffalo Chip's Russ Brown Events Center.

"Unlike any other exhibition before, nothing comes between the viewer and the bikes' most basic elements of shape, form, and design," said Michael Lichter. "Each builder's passion and talent was revealed through the fine details of craftsmanship evident in every aspect of their work. The builders are exposing themselves, as well as their work, in this show. Without the cloak of paint or graphics, the bikes' most basic form right down to its smallest details are naked and open to examination. There is no hiding behind a slick paint job, enhancing a line or curve with a brilliant graphic; the beauty comes strictly from the hand of the man who fashioned it."

"Michael is the world's premier motorcycle photographer," said Buffalo Chip President Rod Woodruff. "He has been shooting bikes and the biker culture for more than 35 years, and his expertise and knowledge of motorcycle culture makes him the perfect person to curate the Motorcycles as Art exhibits at the Chip. We are honored to host his Naked Truth exhibition this year."

Appropriately, hanging alongside these "naked" bikes, were more than 100 photographic prints chosen from curator, Michael Lichter's archives. Exposed as his subjects appeared, without retouching and enhancement, Lichter's photographs have captured the changing face of the motorcycle world from the 1970s to today in *Easyriders* magazine.

Each year Michael throws the industry bash of the year on Sunday night and this year's Museum Opening featured



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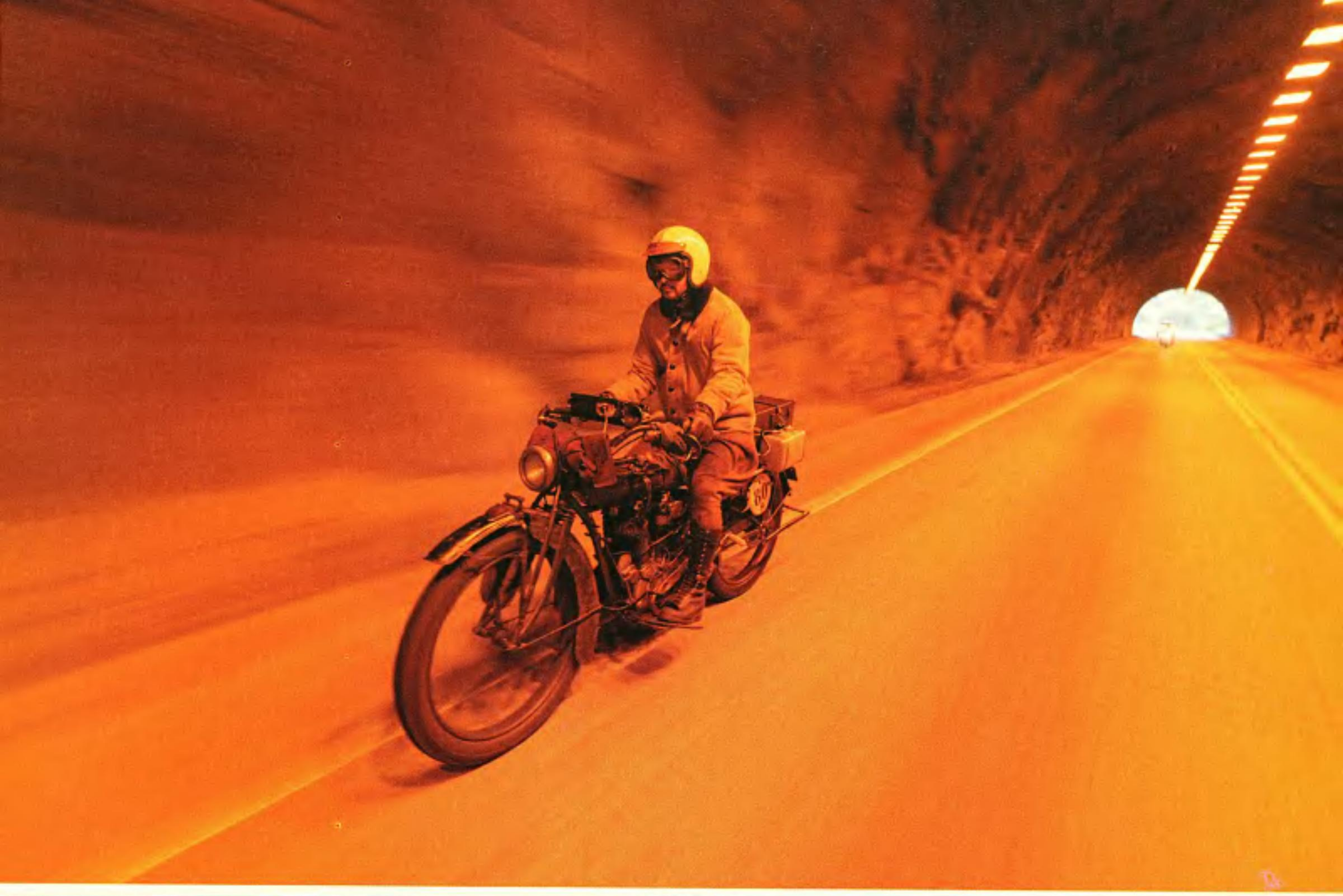
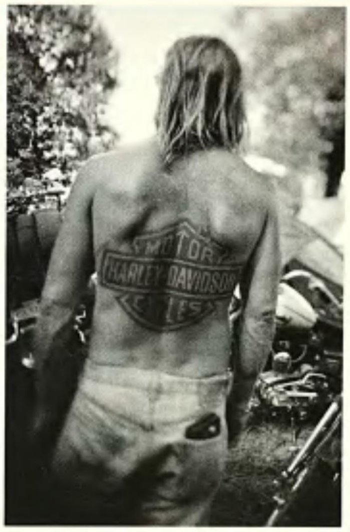
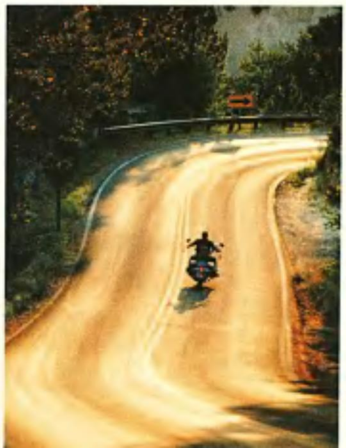
Shown here are a few of the more than 100 photographic prints displayed at *The Naked Truth—35 Customs/35 Years/Motorcycles Exposed*, chosen from Michael Lichter's archives.





SALE

FUCK



over 700 industry professionals and motorcycle celebrities. But our editors went back to the show on Tuesday morning to really check out all the bikes without the blitz of media cameras and swarming moto groupies. Of the naked bikes on display, we picked the following as our top faves: Mazwell Hazen's Supercharged Ironhead, Kaichiroh Kurosu's Drag Queen, Ken Nagai's Gang Star, Pat Patterson's Speedster, Johnny Branch's Trouble Shovel, Jeff Cochran's Stainless 64, Bill Dodge's Naked Suicide, Dan "Bacon Carr's Terminator and Ben Jordan's Status Quo. *—Dave Nichols*

Our hats are off to all the builders who participated in this show. The custom motorcycle artists who presented their stunningly naked creations at The Naked Truth Show included:

Aki Sakamoto – Hog Killers; Hawaiian Gardens, CA
Alan Stulberg – Revival Cycles; Austin, TX
Ben Jordan – Jordan Designs; Waxhaw, NC
Bill Dodge – Bling's Cycles; Daytona Beach, FL
Bill Rodencal – Harley-Davidson Museum; Milwaukee, WI
Billy Lane – Choppers Inc; Daytona Beach, FL
Brian Klock – Klockwerks; Mitchell, SD
Bryan Fuller – Fuller Moto; Atlanta, GA
Cristian Sosa – Sosa Metalworks; Las Vegas, NV
Dale Yamada – Mad Jap Kustoms; Calgary, Alberta, Canada
Dalton Walker – Split Image Kustoms; Hanford, CA
Dan "Bacon" Carr – DC Chopper; Austin, TX
Hunter Klee – Vance & Hines; Santa Fe Springs, CA
Jeff Cochran – Speedking Racing; West Harrison, IN
Jeff Wright – Church Of Choppers; Des Moines, IA
Jeremy Cupp – LC Fabrications; Mt Crawford, VA
John Stein – Stage Fright drag racer; Pacific Palisades, CA
Jordan Dickinson – Union Speed And Style; Monticello, MN
Kaichiroh Kurosu – Cherry's Company; Tokyo, Japan
Ken "Kenji" Nagai – Ken's Factory; Nagoya, Japan
Kenny Cummings – NYC Norton; New Jersey City, NJ
Kevin Dunworth – Loaded Gun Customs, Selbyville, DE
Kyle Shorey – Shade Tree Fabrications; Roanoke, TX
Lock Baker – Eastern Fabrications; Los Angeles, CA
Max Hazan – Hazan Motorworks; Venice, CA
Matt Olsen – Carl's Cycle; Aberdeen, SD
Nate Jacobs – Harlot Cycles; Murfreesboro, TN
Pat Patterson – Led Sled Customs; Daytona, OH
Paul Cox – Paul Cox Industries; Brooklyn, NY
Paul Yaffe – Paul Yaffe Originals; Phoenix, AZ
Rick Bray – RKB Kustom Speed; Fresno, CA
Roland Sands – RSD Design; Los Alamitos, CA
Shinya Kimura – Chabott Engineering; Azusa, CA
Tim Harney –Tim Harney Motorcycles; Brooklyn, NY
Will Ramsey – Faith Forgotten Choppers; New Albany, IN

Photos: Michael Lichter

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Chad Switzenberg's 2006 Garner Custom

2nd PLACE RADICAL CUSTOM IN STURGIS

Tim Garner is known for his top-notch paint and Chad's pro-street's dazzling metalflake root beer paint looks like it is a mile deep.

All the bike features in this special commemorative Sturgis 75th edition were shot during the Sturgis Rally and all won major awards at our Easyriders Bike Show that was held at the Easyriders Saloon on the corner of Junction and Lazelle. The long and low pro-street ground pounder seen here won Second Place Radical Custom.

This bike was built by Tim Garner of Garner Custom Cycles out of Casper, Wyoming. Tim has been a featured builder on The Discovery Channel's *Great Biker Build-off* TV series, and he knows his way around these drop-seat pro-street scooters, which have won awards at bike shows from coast to coast.

The root beer machine's owner, Chad Switzenberg from Sheridan, was riding down Lazelle Street, looking for a place to park, when one of the parking lot attendants of the Easyriders Saloon told him that his bike should really be in the bike show that day. "It cost money to park in the lot all day," Chad says. "But it was free to enter the bike in the Easyriders Bike Show and leave it there all day. It was a no brainer for me!" Chad proudly parked his bike near the stage out in the courtyard at the Easyriders Saloon, shining it up for the judges. While our roving editor Clean Dean Shawler, *ROAD IRON* editor John Sullivan, and I went over every detail on the customs and baggers lined up in neat rows as ZZ 3, a ZZ Top tribute band, took to the stage and wowed the crowd.

When the band wrapped up its set, we brought out the trophies and announced the winners. We were highly impressed by Chad's Garner Custom—its fit and finish and overall stance. Tim Garner is known for his top-notch paint and Chad's pro-street's dazzling metalflake root beer paint looks like it is a mile deep.

"I have been to Sturgis at least a dozen times and had never entered my bike in a show," Chad tells us. "My wife and I were overly surprised when we won a trophy!" And a bike feature to boot!

—Dave Nichols

Owner: Chad Switzenberg
City: Sheridan, Wyoming

GENERAL

Fabrication: Tim Garner
Year/make: 2006 Garner Custom Cycles
Model: pro-street
Time: 6 months

ENGINE

Year/make: 2006 Ultima
Model: Evo
Ignition: Ultima
Displacement: 127 cu. in.
Lower end: Ultima
Balancing: Ultima
Pistons: Ultima
Heads: Ultima
Cam: Ultima
Fuel System: S&S Carb
Air cleaner: Velocity stack
Pipes: Garner Custom Cycles

TRANSMISSION

Year/make: 2014 Ultima
Shifting: 6-speed

PAINT

Painter: Tim Garner
Type/color: House of Kolor/Candy Root Beer
Frame: drop-seat
Year/builder: 2006 Brad Ruel
Rake: 42 degrees
Stretch: 4 inches out
Shocks: Legend Air Ride

ACCESSORIES

Bars: Garner
Handlebar controls: Performance Machine
Fenders: Garner
Headlight: Headwinds
Taillight: Garner
Speedo: Dakota Digital
Pegs: Performance Machine
Gas tank: Garner
Oil tank: Garner
Primary: BDL
Seat: Garner
Grips: Performance Machine

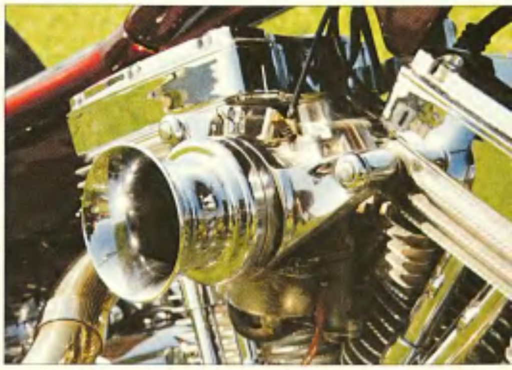
FORKS

Type: wide glide
Extension: 10 inches over
Builder: Forking by Frank

WHEELS

Size: 21-inch front, 18-inch rear
Type: RC Components
Tires: Avon front, Metzeler rear
Brakes: Performance Machine

Photos: John Covington



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Buffalo Chip HISTORY 1982

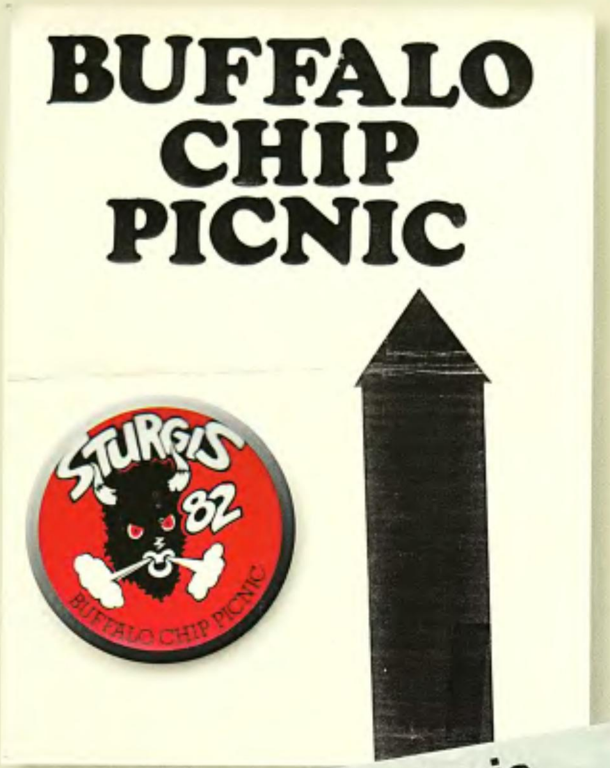
First ad for Buffalo Chips Picnic (appeared in the 1982 July issue of *Easyriders*)

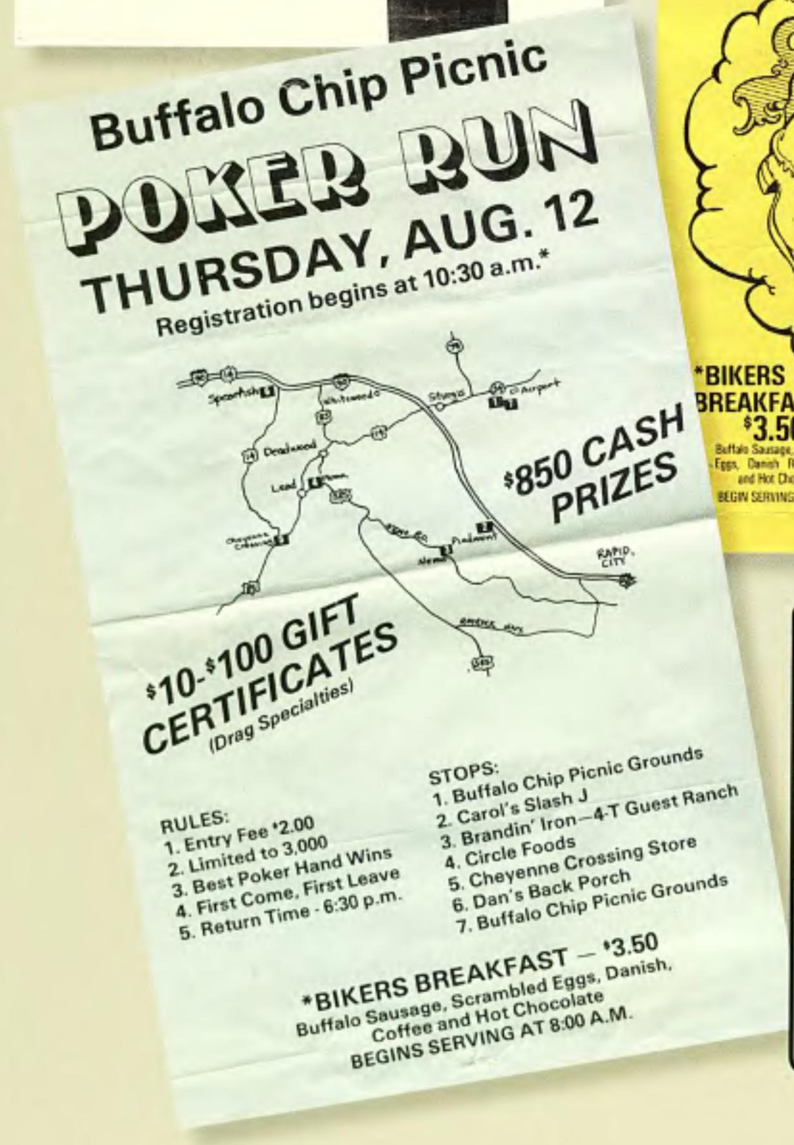
The first time I rode my bike through the Black Hills was 1960. That terrain was sure a welcome change after the boredom of Nevada, Utah and Wyoming. I was on a trip from L.A. to Minneapolis, Minnesota, my hometown. It was beautiful and the winding roads were a real treat; so much so that while racing with my riding buddy, Mil Blair, I spun off my clutch hub nut when I downshifted from about 80 mph in a tight switchback! Pit stop repair aside, I had a great time and swore I'd return. I've since passed that way many times.

Easyriders publisher Joe Teresi (left) and longtime friend Dave Elingson (right) at what would become the Buffalo Chip campground in 1982.

I started publishing *Easyriders* Magazine in 1970. It wasn't until 1978 that we covered the Sturgis Rally for the magazine. We sent Kim Peterson to get some pics for *Easyriders*' December issue of 1978. In 1980 we sent Billy Tinney and Wino Joe to do the coverage. Once I saw the photos from those years, I just had to go and see it for myself. So, in 1981 I took a team to do a mud-wrestling promotion at the old theater on Main Street. It was fun and I was hooked! Since then, our photographer Michael Lichter has been covering Sturgis for us every year. The rally has grown and grown and many people have told me that the scenery and fun portrayed in *Easyriders* was the main catalyst for its success.

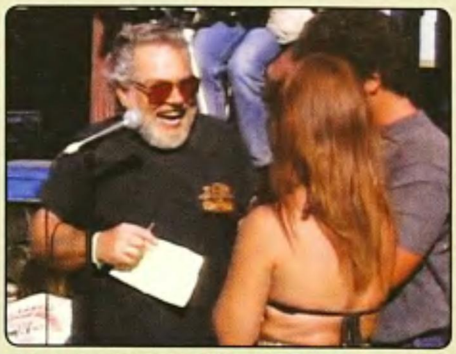
One day I got a call at the magazine from a Kay Sundstrom from North Dakota. She asked me to meet her in Sturgis about a "problem". Kay told me that the City of Sturgis was unhappy with the wildness and nudity on display at the City Park and were closing the park and maybe the entire rally. I thought I'd better get out there so I called my high school buddy, Dave Ellingson, who'd helped me with the mud-wrestling, and he and I headed for Sturgis. Kay knew of a nearby property that might be a good place to establish a campground – beyond the city limits. She hoped we might be interested enough to take a stake in the new





William Van Dyke performed his song "Swapmeet Special" at our first Buffalo Chip event.

Buffalo Chip HISTORY 1982



Easyriders owner/publisher Joe Teresi gives away $100,000 at the Chip in 1990

DAY 1

Wednesday, August 11

Gates Open 11:00 a.m.

11:00	**SWAP MEET** OPENS
12:30	Registration for **BUFFALO CHIP THROWING CONTEST**
1:00	**THE SNOOT GIBSON REVUE**
2:30	**WILLIAM VAN DYKE**
3:00	**JIM CASEY** and the **Y.C. CRITTER BAND**
4:30	**SINGLEJIM** and the **SHEP THE WONDER DOG** Show
5:30	**FLASH CADILLAC**
7:30	**FINALE**

DAY 2

Thursday, August 12

Gates Open 8:00 a.m.

8:00	Begin Serving **BREAKFAST**- Scrambled Eggs, Buffalo Sausage, Danish Roll, Coffee, Hot Chocolate
10:00	**DEDICATION** Of Buffalo Chip Facilities Invocation
10:00	Meeting for **Knucklehead Club** Begins
10:30	REGISTRATION BEGINS — **POKER RUN** (first come, first leave) **1st International BIKERS RODEO**
11:00	**POKER RUN** BEGINS
1:00	**BIKERS RODEO** BEGINS Events: • **Slow Race** • **Barrel Race** • **Wiener Biting Contest** • **Biker Ball**
3:00	Semi-Finals for **BUFFALO CHIP THROWING CONTEST**
6:30	**RODEO HONORS** presented
7:30	**POKER RUN Prizes** presented

DAY 3

Friday, August 13

Gates Open 11:00 a.m.

11:00	**SWAP MEET** opens **BIKER SHOW** Registration begins
11:30	**THE SNOOT GIBSON REVUE**
12:30	**BUFFALO CHIP THROWING CONTEST** Finals & Awards
1:00	**JIM CASEY** and the **Y.C. CRITTER BAND**
2:00	**SINGLEJIM** and the **SHEP THE WONDER DOG SHOW**
2:30	**SUSIE NELSON** and the **JOBANGLES** Band
3:30	**WILLIAM VAN DYKE**
4:00	**JOHNNY PAYCHECK**
6:30	**JERRY LEE LEWIS**
8:00	**RAFFLE DRAWING FOR THE '82 Hardley-Davidson Sturgis Bike & Merchandise from Santee & StarWest**

SEE YOU NEXT YEAR!!

STURGIS '82 BUFFALO CHIP PICNIC

STURGIS '82 BUFFALO CHIP PICNIC

STURGIS '82 BUFFALO CHIP PICNIC

venture. As she was showing us the location I noticed that it was covered in Buffalo Shit! Kay said, "Don't worry, we'll get rid of all of that." I said, "No, that gives me an idea - just pick up the nice firm ones and save them in boxes, and then during the rally we can hold a Buffalo Chip throwing contest with prize money for the winners. And, we could call it the Buffalo Chip Picnic." So we did!

A group was formed made up of Kay and two of her family members along with Dave and me. We hired a local attorney, David Trygstad, to get us a county beer license, and a local bar owner, Dan Island, to run security. Kay took care of hiring the bands. Dave and Dan got some locals and built a stage and laid out the campgrounds. Right before the rally, just when we were all ready to go, the county decided to pull our beer license. I'm not sure we ever got a good reason why, but it seems to me that the city wanted the City Park vacated but didn't want to lose the income from the beer sales and taxes. Oh well, small town politics. We, of course, were envisioning a Biker Woodstock with lots of fun and music. Doing that without beer would have been a bummer but the bikers just hauled the beer in for themselves. So, the party went on that first year. Without the income from beer sales we took a big loss, but so it goes!

It was hit and miss with the beer license every year up to until around '84 or '85 when Rod "Woody" Woodruff came on the scene as our lawyer, and with the help of Dan Island, pretty much fixed everything up. I personally couldn't take the time to fly back to Sturgis every time the city decided to call us into court so the team of local attorney and local promoter was just what was needed. Woody has continued to do one Hell of a job! The Buffalo Chip is, at last, starting to look like a Woodstock; getting bigger and better every year.

In 1990, the 20th anniversary of *Easyriders* and the 50th anniversary of Sturgis, we worked with Woody again to put on an *Easyriders'* Day at "The Chip" which was a great success. In recent years "The Chip" added a new building which each year houses a collection of Michael Lichter's prize-winning photography and a themed bike display; this year it was "The Naked Truth" (custom motorcycles without paint).

Now here we are at the 75th Anniversary of the Sturgis Rally. Take a look at the crowd gathered at the Buffalo Chip. Looks like it even got a nod from above (or below) in the form of that bolt of lightning in the background! Though we no longer have any stake in "The Chip" we take some pride in what it's become.

—*Joe Teresi*

75th Sturgis Rally LEGACY!

Kid Rock lights up the night at the Buffalo Chip main stage in 2013. Quite a change from that first gathering in 1982.

The Sturgis Motorcycle Rally (also known as the Black Hills Classic) is held annually in and around the little town of Sturgis, South Dakota, population 6,627. During the week of the Rally, the town swells to include hundreds of thousands of motorcycle enthusiasts, making the Sturgis Rally one of the largest motorcycle rallies in the world.

The first rally was held on August 14, 1938, by the Jackpine Gypsies motorcycle club, which still operates the dirt tracks, hillclimbs, and field events. The first event consisted of a single race with nine participants and a small audience. The founder of the Rally was Clarence "Pappy" Hoel, who owned the Indian Motorcycle dealership in Sturgis. Pappy bought the dealership in 1936 and formed the Jackpine Gypsies that same year. The Jackpine Gypsies were inducted into the Sturgis Motorcycle Museum Hall of Fame in 1997, and Hoel was inducted into the AMA Hall of Fame the following year, in 1998.

The main focus of the early Sturgis Rally was racing and stunts. In 1961, the rally was expanded to include hillclimb and motocross races, including half-mile track racing (the first year in Sturgis, there were 19 participants), intentional board wall crashes, ramp jumps, and head-on collisions with automobiles.

The Sturgis Rally has been held every year, with exceptions during World War II. For instance, in 1942, the event was not held due to gasoline rationing. The South Dakota Department of Transportation provides official traffic counts, which sometimes differ from official attendance figures. The City of Sturgis figures attendance by the amount of garbage collected each year.

Year	SDDOT traffic count	Official attendance
1990	528,676	400,000
1999	539,475	325,000
2000	604,441	633,000
2001	530,667	410,000
2002	561,752	450,000
2003	605,140	502,000
2004	547,370	514,951
2005	524,656	525,250
2006	449,527	456,968
2007	461,507	507,234
2008	405,475	414,917
2009	394,009	442,163
2010	459,968	466,769
2011	415,367	416,727
2012	547,327	416,072
2013	516,378	391,372
2014	522,405	390,693
2015	City of Sturgis best guess 750,000 to 1,000,000	

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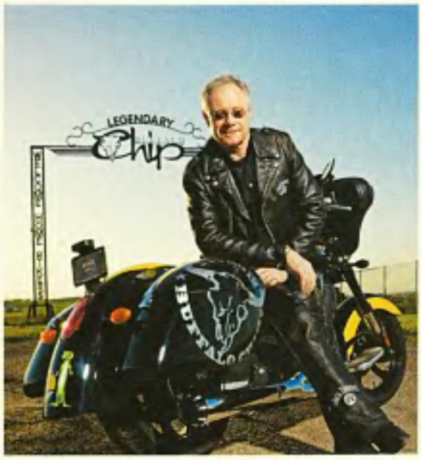
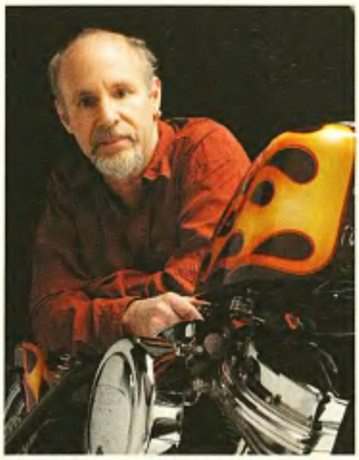


Buffalo Chip CEO Rod Woodruff.



Easyriders photographer Michael Lichter.

The Naked Truth "motorcycles as art" show.

Non-stop bands...

Good times...

And all for a good cause!

Doug Danger beats Evel Knievel's record of 22 cars!

Lynyrd Skynyrd rocks the house!

Joe Teresi's dream of a Biker Woodstock has finally come true!

The City of Sturgis has calculated that the Rally brings over $800 million dollars to South Dakota annually. The City of Sturgis earned almost $270,000 in 2011 from selling event guides and sponsorships. In an unusual licensing arrangement criticized by Jack Hoel, son of Pappy Hoel, the city had to buy rights to its own name from the corporation that owns the trademark rights for terms such as "Sturgis Motorcycle Rally."

There are many stories within the history of the Sturgis Rally that bare telling. One is that of the Buffalo Chip Campground. See Joe Teresi's article on pages 66-69. Over the years, the Buffalo Chip Campground has been upgraded by the addition of electricity, wells, flush toilets, shower houses, RV sites, and cabins. A pond was turned into a swimming hole called the Bikini Beach. Three stages for live music were also added, along with numerous bars, multiple food services, and a convenience store. Asphalt was laid, iron "Welcome Home Biker" entrance gates were erected. In addition, an 8-ton buffalo sculpture with the letters "CHIP" cut out of its center was installed 30 feet above

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Nearly 1,000 motorcycles (right) guided by artist John Quigley, form a massive message.

John Shope's award-winning Indian.

Winning a custom Victory!

Paul Yaffe's badass bagger.

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STURGIS 75th STATS

According to the City of Sturgis and other news reporting agencies, overall attendance at the 75th Sturgis was the highest ever, with estimates of nearly one million riders. As of this writing, other rally statistics include:

Fatalities: 13 - A new record.
Injury Accidents: 152 - A new record.
Rally Related Deaths: 12 (accidents to and from rally)
DUIs: 52 - through Thursday - Way down.
Cash Seizures: $28,652 - Way down.
Traffic Citations: 811 through Tuesday. Estimated final number 1,200.
Traffic Warnings: 2,484 through Tuesday. Estimated final number 4,500.
Vendor Licenses issued: 891 - Up from 667 in 2014, but not the record 943 in 2003.
Garbage Collected: 2,000 tons
Harley's Sold at Black Hills Harley: 509 and climbing. Previous best 368.
Nearest Available Hotel Room: 175 miles away!
Longest Bike Jump: Doug Danger, Buffalo Chip - 22 Cars - New World's Record on Evel Knievel's original Harley XR 750.
Number of times the *WRENCH* magazine crew checked their smartphones during the Sturgis Rally: 8,672

Hwy 34 at the corner of the Sturgis Buffalo Chip's property.

The Sturgis Buffalo Chip featured Susan Nelson (Willy Nelson's daughter) as the first artist to perform at its inaugural event, followed by Johnny Paycheck. (Jerry Lee Lewis was scheduled but was a no show)

The Sturgis Buffalo Chip built a 7,000 sq. ft. exhibition hall in 2009 to house Michael Lichter's annual Motorcycles as Art Exhibit. Exhibits have featured the works of multiple builders of custom motorcycles, the works of photographer Michael Lichter, himself, and sculptor Jeff Decker.

But most bikers know of the Chip as party central and certainly know it for its concert series. More performers take to the Chip stages each year during Sturgis rally than anywhere else in South Dakota.

Betsy "Calamity Betz" Heulskamp is showcased in a David Uhl masterpiece, "Free Spirit".

Celebrating Motor Maid Gloria Stuck's 90th birthday.

"Look everybody, a biker!"

Being upstaged by the Geico gecko.

STURGIS MOTORCYCLE RALLY TIME LINE

1936
Clarence "Pappy" Hoel purchased an Indian Motorcycle Franchise in Sturgis, SD. The Jackpine Gypsies Motorcycle Club was formed.

1938
The Rally Begins…The first Sturgis Rally, known as the Black Hills Classic, was held on August 14. The event consisted of a race with nine participants and a small audience.

1942
Due to gas rationing in support of the war efforts, the Rally did not take place.

1949
For the first time, Sturgis Main Street is blocked off for a 2-hour award ceremony.

1961
The Jackpine Gypsies introduce the Hill Climb and Motocross races.

1964
One block of Main Street is officially closed for motorcycle parking over the course of the 3-day event.

1965
The Rally becomes a 5-day event.

1974
The first temporary vendor set up in the Sturgis Auditorium.

1975
The Rally becomes a 7-day event.

1979
The City of Sturgis begins licensing temporary vendors. Nine vendors are licensed.

1981
City of Sturgis consults with *Easyriders* publisher Joe Teresi to create the Buffalo Chip.

1986
Local man, Tom Monahan, donates the artwork of the Official Rally Logo to the Sturgis Chamber of Commerce.

1988
117 vendors licensed in the City of Sturgis.

1989
Sturgis Rally Founder, Pappy Hoel dies at the age of 85.

2000
The Sturgis Rally sees its largest attendance, which is estimated to be as high as 600,000.

2002
The City of Sturgis forms a city department within its government to promote and organize the Sturgis Motorcycle Rally, replacing all contract labor previously hired for that purpose.

2006
The 66th Anniversary of the Sturgis Motorcycle Rally is celebrated.

2008
The 68th Annual Sturgis Motorcycle Rally is held.

2010
The 70th Annual Sturgis Motorcycle Rally is held, with 466,769 in attendance.

2012
Attendance is 445,700, with participants from all 50 states, Canada, and dozens of other countries, including Japan, Australia, Germany, England, among others.

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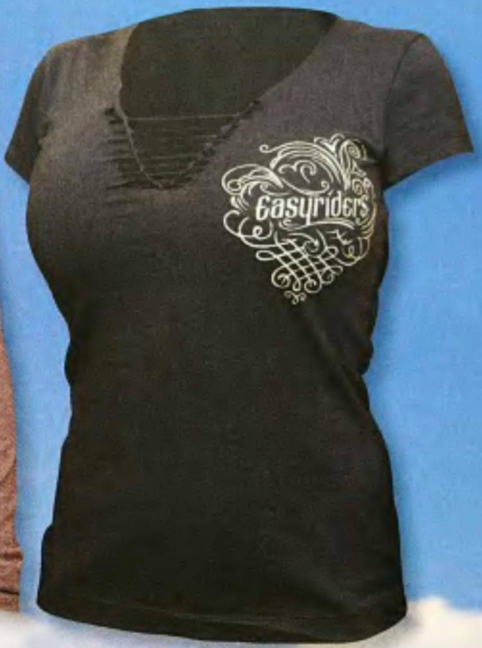

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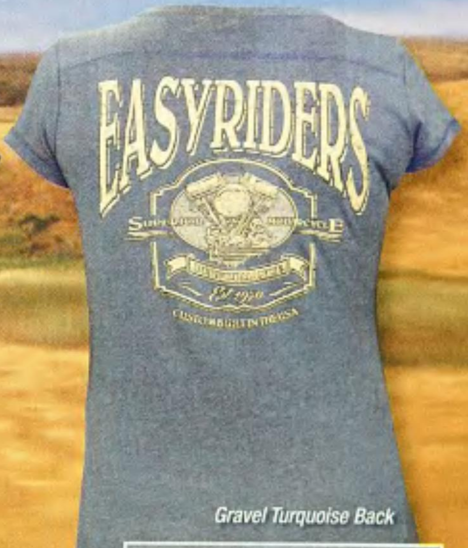

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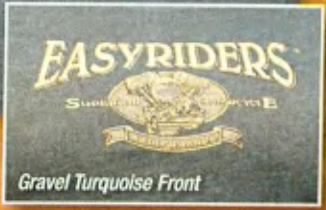

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Sturgis' Diamond Anniversary
A MILLION MOTORCYCLES

If droolin' over cool custom scoots is your thing, there were ride-in motorcycle shows all week during the rally. John Sullivan of *ROAD IRON* custom bagger magazine, Cary Brobeck of *WRENCH* magazine and yours truly were proud to act as the judges of the Easyriders Bike Shows at the Easyriders Saloon.

SEE Killer Video Coverage
of the 75th Sturgis Rally In Our Digital Edition!
Budweiser
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STURGIS

Check out full coverage of these shows in this Special Collector's issue. The Easyriders Saloon was where the editors of this fine magazine like to hang, enjoying great food and drink, live music, and bikini bike washes.

While many trailered their bikes to the rally, most of the bikers who rode to Sturgis were on big, comfy Harley baggers. However, there were a few brave souls who dared to ride oil-leaking, rigid framed murdercycles all the way to Sturgis and then home again. I am talkin' about the madmen and women of *WRENCH* magazine. Led by *WRENCH* editor Cary Brobeck, several dozen intrepid riders left Southern California on rattlin' panheads, shovelheads and Sportsters, swearing to ride to the 75th in the great *Easyriders* tradition, just the way hardcore bikers did it back when this magazine was founded in 1970.

Cary and his crew of ill-tempered miscreants met up with Rusty Coones of *Sons of Anarchy* fame in Vegas and video taped the entire crazy spectacle of their antics for you. See video of this madcap adventure in our Digital Magazine.

While official numbers are not in as we write this, rally organizers suspected that over one million riders would show for the 75th Sturgis and it sure as hell seemed like there were a million motorcycles there!

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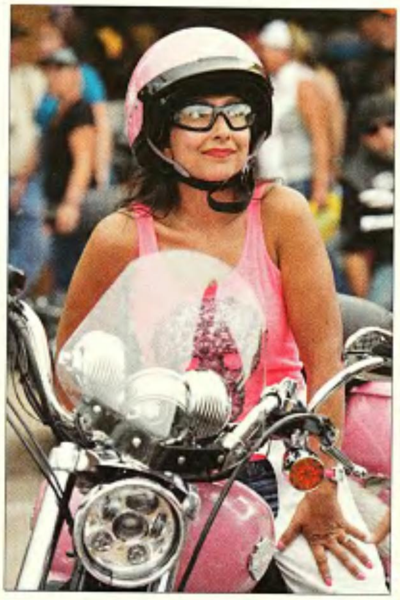

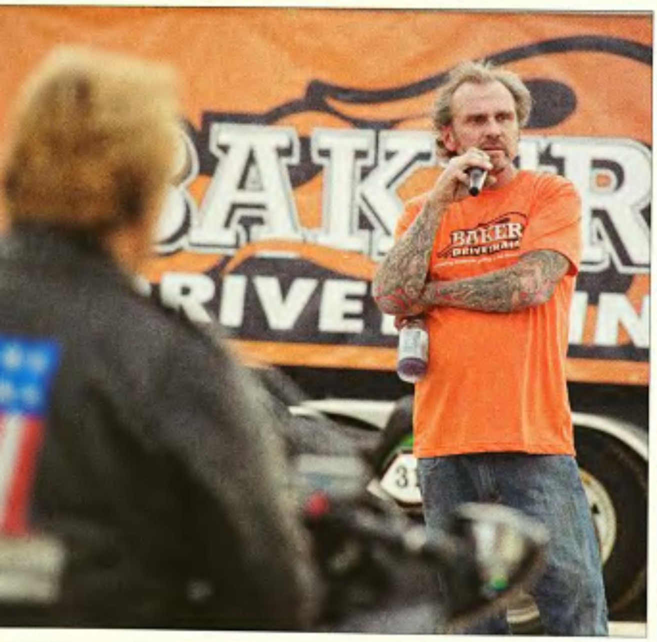

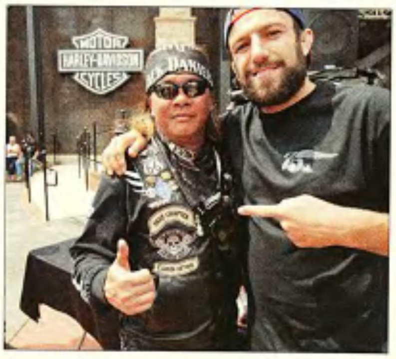

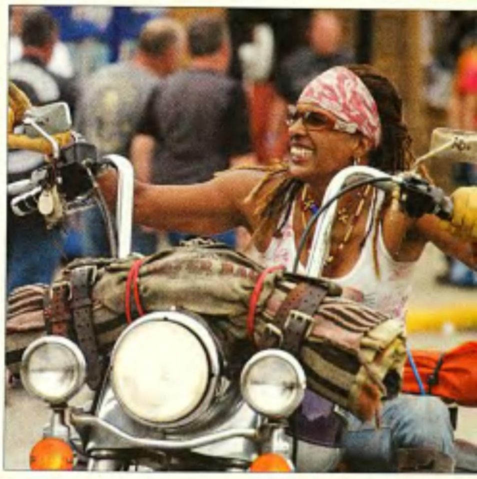

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STURGIS BUFFALO CHIP
JENNIFER'S WEB
BAR

For instance, I was out at the Buffalo Chip on Tuesday morning during the rally and had a lunch meeting at The Easyriders Saloon—a distance of only three miles—yet, it took me an hour and a half to ride those three miles into town. Getting around was a constant problem with so many bikers around, but even waiting in line for a beer provided an opportunity to feast your eyes on gorgeous bikes and hot Harley honeys.

The Jackpine Gypsies still put on some of the most fun you can have and this year the racing action included Moto-X, a baggers race, incredible hill climbs, motorcycle rodeo, short track and the Pappy Hoel Memorial Outlaw race. Visiting with the Gypsies is still one of our favorite things to do in Sturgis.

For those in search of a new bike or parts and accessories for their ride, Black Hills Harley-Davidson offered dozens of aftermarket companies showing their wares. Vendors included: Airhawk, Aluma Trailers, Arnott, Baker Drivetrain, Battistini Customs, Bling Rider, Boogey Lights, California Custom Cruisers, Covington Cycle City, D&D Exhaust, Dakota Digital, Danny Gray Seats, Diamond Heads, Drag Specialties, Dunlop Tires, FTD Customs, J&M, Jim Nasi Customs, K&N, Klockwerks, Küryakyn, Lyndall Brakes, Mikuni, Mustang Seats, Performance Machine, Progressive Suspension, Rally Fine Art,

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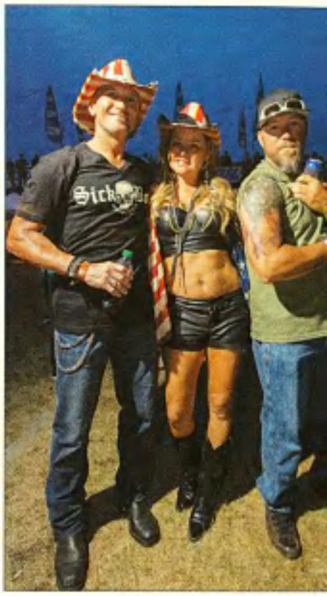
Renegade, Roland Sands Designs, Saddlemen, S&S Cycle, Supertrapp, Trask Performance, Tucker Rocky, Vance & Hines, and a whole bunch more. In other words, if you could find what you needed at Black Hills Harley, it probably doesn't exist.

From a ride to Rushmore, to a dip in the pool at The Broken Spoke, from a putt out to Devil's Tower or down to Wall Drug and the Badlands, to spending an afternoon shakin' hands with the one-armed bandits in Deadwood, this year's 75th Sturgis Rally was truly biker heaven on earth. Everywhere you went, you witnessed bikers who were happy and proud to be a part of this mind-blowing, history-making run.

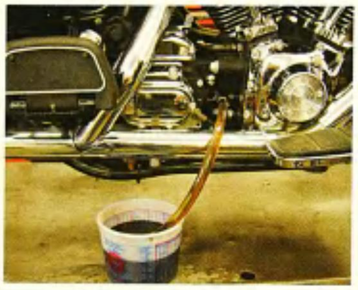
There simply is no other rally in the world like Sturgis and the 75th was the ultimate biker party. We love this annual pilgrimage to Motorcycle Mecca and hope you'll enjoy our tribute to 75 years of riding and living the biker lifestyle, Sturgis style. *—Dave Nichols*

Photos: Michael Lichter



SIMPLE BUT CLEVER | *Rogue Chopper's oil changer does the dirty work*

WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even there. Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity! Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.



Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

Rogue Chopper has the fix for this problem; The Scavenger Total Oil Change System. This clever yet easy to use system effectively purges all the oil from the engine when performing an oil change. With this we get no old broken down oil mixing with new oil so our new oil stays fresh longer. It's great if you want to switch to synthetic oil from regular oil or the other way, but either way it's a great product.

But seeing is believing. Visit the Rogue Chopper website: **www.roguechopper.com** and see the video of how it works on your bike. Don't have web access, call for a free info pack. Once you have used the Scavenger you will never have to pretend like it's not there again.

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Send a disc of your photos or videos to: Puttin' Pets, P.O. Box 3000, Agoura Hills, CA 91301, or email 'em to our purveyor of pets, Steve "Beatnik" Werner at swerner@easyriders.net. Who knows, you might just see your best furry friend on these pages!

Bolt stays cool. —*Franz Lizst*

Binky the wonderpooch at Chopperfest. —*Max Benton*

Dog bites dog. —*Alan Pence*

Doc and friend. —*Stripe*

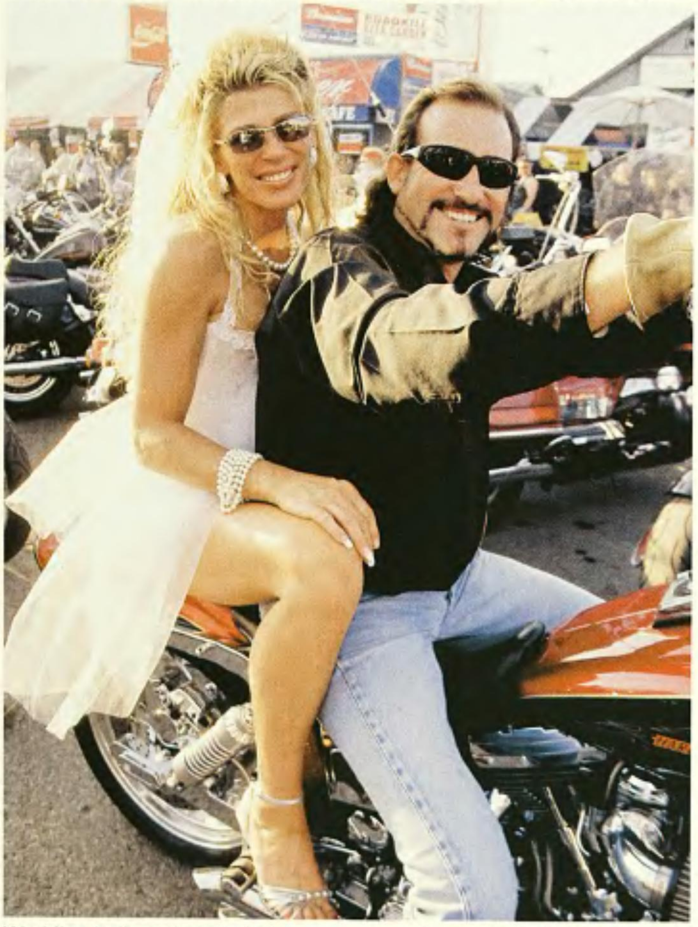
In the Wind

Traffic Jam at Mount Rushmore during the Black Hills Classic, circa 1949. *—Provided by Balls, Nashville, TN*

Big Dog, stretchin' out while doin' 90 mph down Rt. 90 to Sturgis. —*Molly, SBMC, Philadelphia, PA, 2003*

Latest South Dakota summerware. —*Jim Boan, Green River, WY, 2003*

Clarence "Pappy" Hoel, front and center, with Jackpine Gypsies bros, leads the Gypsy Tour in 1949. —*Bill Groethe, Rapid City, SD*



Wedding bells at Sturgis Rally. —*Nate Ullrich, Clinton, IA, 2005*

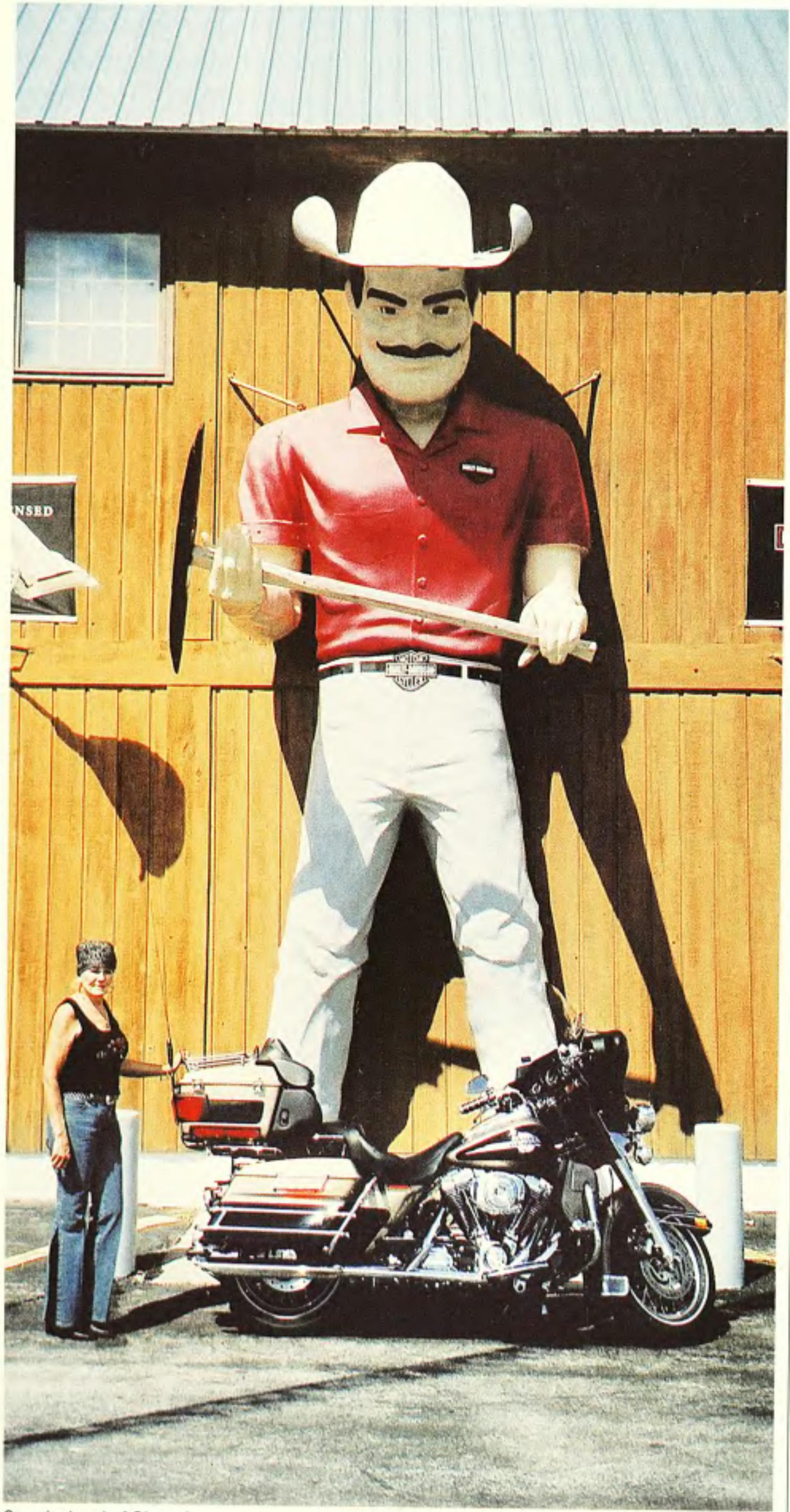
Brittany Love at Buffalo Chip. —*Andrew Hartpence, Griffin, GA, 2004*

Massive mammary invasion takes over Full Throttle Saloon. —*Andy Hartpence, Griffin, GA, 2004*

Meeting of the wills, Diane and the buffalo, in a Sturgis stand-off. —*Andy Hartpence, Griffin, GA, 2004*

Betty Boop poser finds an audience in Keystone, S.D. —*Jill Ring, West Carrollton, OH, 2004*

So where's the nudist colony at Sturgis? —*Steven Petsch, U.S. Navy, 2006*



Sturgis, Land of Giants? —*Vic Pecorino, Huffman, TX, 2006*

Wes navigates his Heritage through buffalo at Custer Park. —*Wes Snider, Burton, MI, 2006*

Big, beefy breasts deserving of beads. —*Steven Petsch, U.S. Navy, 2004*

She meshes in just fine. —*Brian Mathews, Candler, NC, 2005*

We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a digital copy of our *Easyriders* or *V-Twin* DMAG (digital magazine). We accept digital photos at: *photos@easyriders.net*. Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Isaac Coursolle
Prior Lake, Minnesota
1934 VLD

Looking like a ghost from another world, this VLD is one of those stereotypical barn finds you hear about all the time. Except, no one really found it; it's just always been sitting there, waiting patiently for the day someone would kick it back to life and ride it, just like "Grandpa Milton" used to do.

Grandpa Milton is, of course, Isaac's grandpa. "Yeah, it was my grandpa's bike, and he bought it in 1938, I believe," says Isaac. "He used to ride it to check the fields and see how the crops were doing, and he used to take my mom for motorcycle rides on it."

Then one day in 1975 Grandpa Milton parked the bike in his barn for the last time, and it's been there ever since. "He wouldn't let anybody near it or touch it," says Isaac, whose middle name is Milton, by the way. "And he refused to sell it."

This turned out to be a good thing for Isaac in the long run because when Grandpa Milton passed away about two years ago, Isaac's grandma told him to "take it and get it running."

And that's exactly what Isaac did. He took it to a buddy of his, Jason Schulberg, and had him go through it. "It just needed a new 6-volt battery, to have the carb and the fuel tank cleaned, and it needed some new wires," Isaac says. "And that's how he got it running."

Some among you might look at the bike and feel their fingers itch because you have an urge to restore it and make it look like new, right? But Isaac likes all that patina; it adds character. "It started out black and some of the paint's still underneath," he says. "But I'm just gonna ride it around the way it is, in honor of my grandpa."

Besides, Isaac has six other bikes to choose from, so you could say he's got a different one for each day of the week. "I got three baggers, a Fat Boy, and a couple of other ones. One of the baggers won a Donny Smith show here in Minnesota recently, and I gave the trophy to my grandma."

What a good boy Isaac is. Grandpa Milton would be proud of him.

—Tripper

Photos: Mike Lichter

Comin' At Ya

The dazzling December issue of *Easyriders* (No. 510) decks the halls with everything a biker wants for the holidays in our Gift Guide. Ride with us to Florida for the Panama City Thunder Run, check out the old-school good time known as the Handbuilt Motorcycle Show, AND get a first glimpse at all the new Harley models for 2016!

Custom bikes will include our Easyriders Bike of the Year by Larry Moore, Rick Bray's shovelhead showpiece, Kurt Wohldmann's Motorrad bobber, Edward Shingner's Donnie Smith chopper, and Stacy Mezosi's Motorrad rigid.

All this plus another classic David Mann painting, some truly twisted humor, and a bevy of hardly bashful babes who refuse to wear their tops. What the hell are we to do? It's all rollin' your way in the December issue of *Easyriders!* *On sale October 27*

The dazzling December issue of *V-Twin* (No. 176) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes a bonus custom bagger magazine— *ROAD IRON* —extra tech guides, and of course, no nudity.

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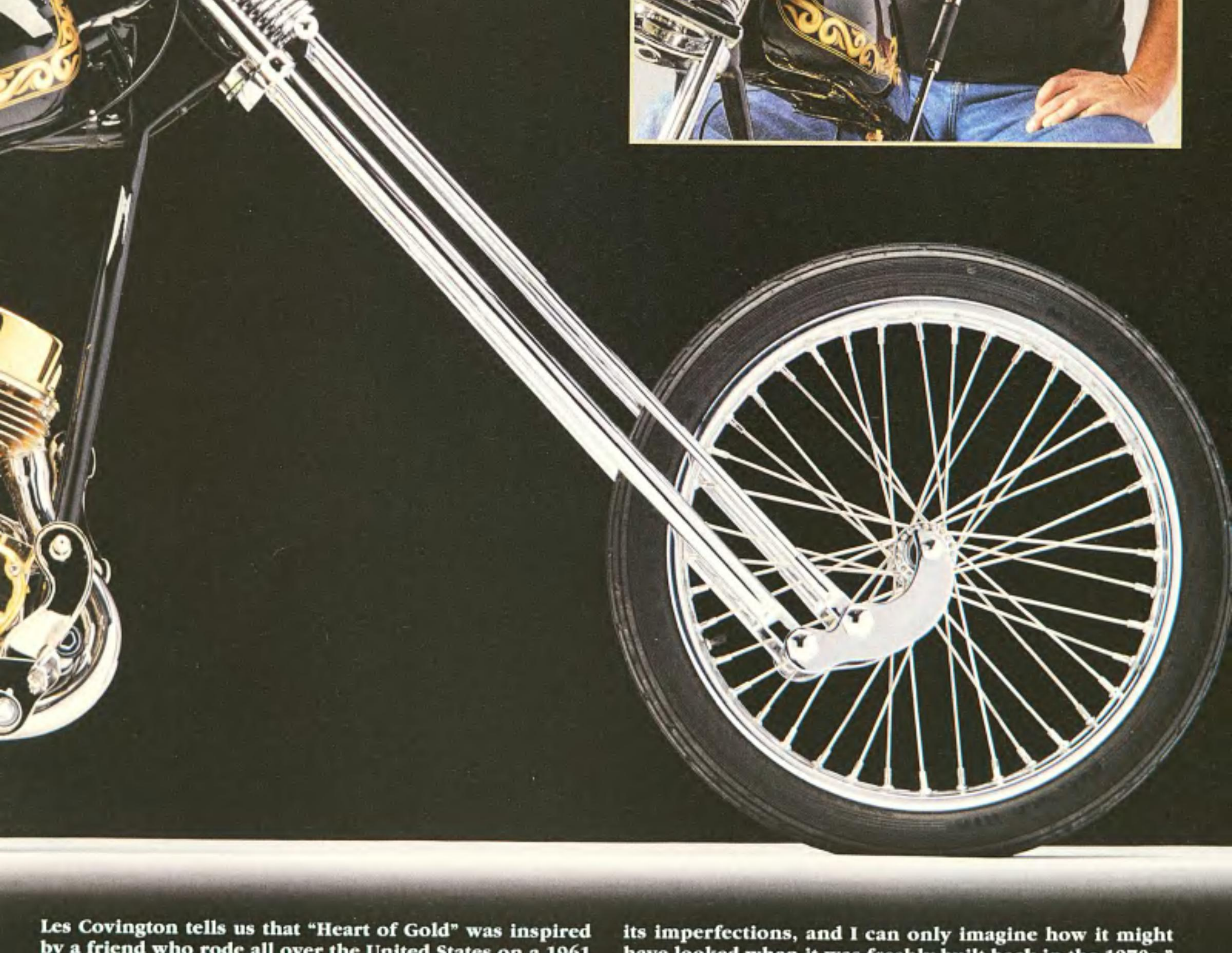
Les Covington's 24K 1949 Pan
WRENCH BIKE SHOW'S BEST OF SHOW

I'm proud of this build and very excited to see it featured in the magazine that helped shape and inspire my life.



Les Covington tells us that "Heart of Gold" was inspired by a friend who rode all over the United States on a 1961 panhead adorned with gold-plated parts. A well-ridden bike, it bore evidence of its travels having nicks and scratches and so forth. The bike was beautiful with all of its imperfections, and I can only imagine how it might have looked when it was freshly built back in the 1970s," Les says. "I'd never seen any other bikes with gold-plated engine cases other than his, and with warm memories and admiration, I committed to gold for my build."

Les strongly felt that this bike had to have the soul only achieved by using original parts and also by sticking to the early chopper era's building techniques. He kept on track, with almost every part being restored originals, including the wishbone frame, gas tanks, engine, transmission, rear wheel assembly, brakes, and the vintage tires.

The frame required major surgery to straighten, plus Les stretched the front downtubes by 6 inches, the backbone by 3 inches, the rear section by 2 inches, and raked the neck to 42 degrees. The 1949 Tank-Shift gas tanks were cut, sectioned, and welded back together to create a single slimmer gas tank. He also fabbed the stainless exhaust system, tombstone taillight, fender supports, seat, handlebars, air cleaner, and many less noticeable items.

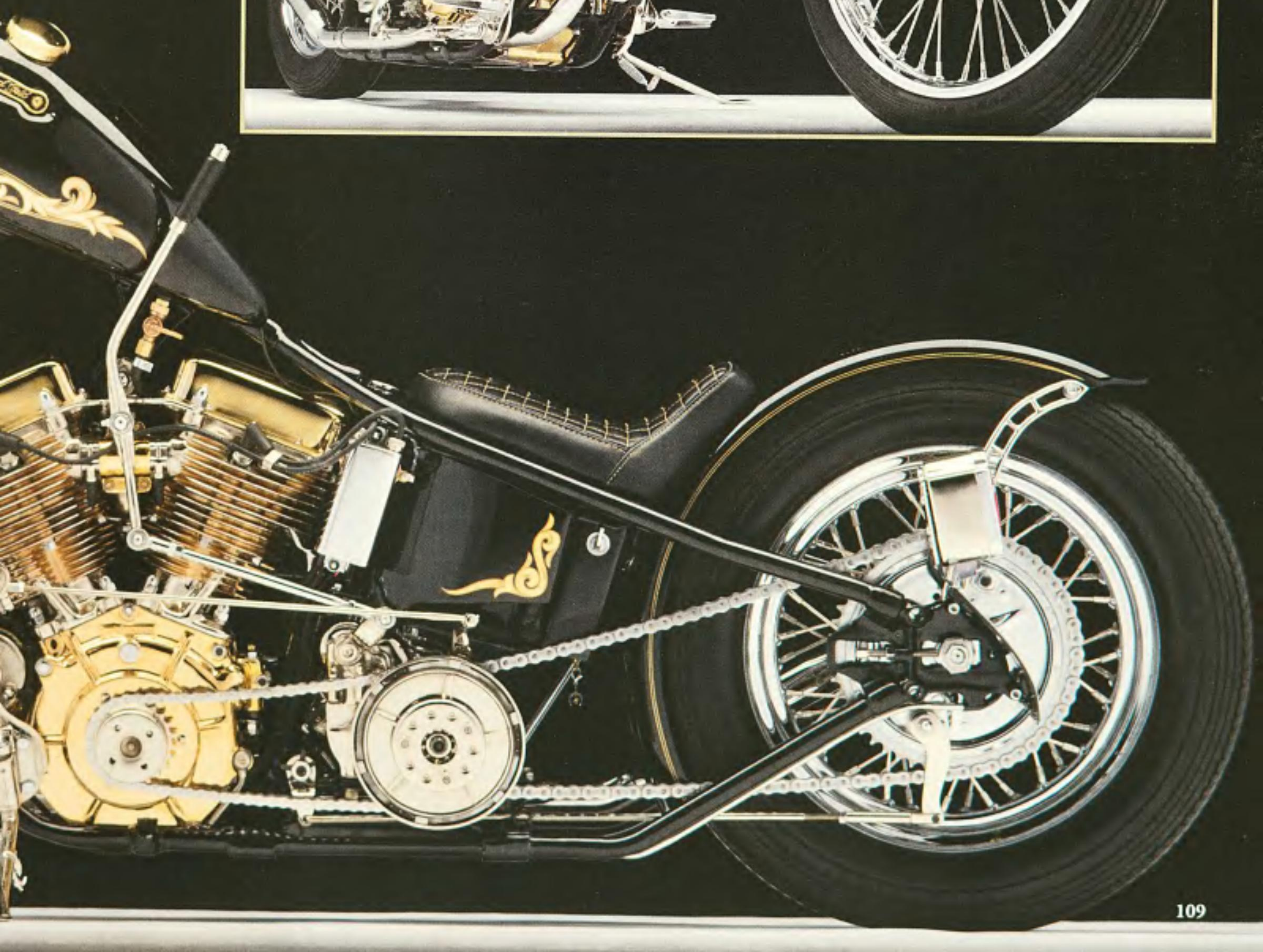
A major feature is the springer front end, hand-built by Sugar Bear in 1973 in Los Angeles. It turns out Sugar Bear, an icon of the industry, also restored it for Heart of Gold. "The same hands 40 years later... and a special part of the build thanks to his contribution," Les says.

The awesome gold and nickel plating and all the stainless polishing was handled by the father and son team of Tony and Troy Sicillia of Pacific Northwest Plating in Vancouver, Washington, while the paint and artwork is by Europe Paint and Mitch Kim.

While the bike definitely has a Heart of Gold, it demands a respectful hand and foot thanks to its open chain primary, hand shift, rocker foot clutch, and no front brake. Says Les, "I'm proud of this build and very excited to see it featured in the magazine that helped shape and inspire my life."

While the project required more than a year's effort, it turned into a two-day sprint marathon to complete its assembly in time for the Easyriders Sacramento Bike Show. Heart of Gold was selected as one of Easyriders 12 Best Bikes in the Country for 2015 and won BEST OF SHOW at the Wrench Sturgis Bike Show! *—Paul Garson*

The springer front end was hand-built by Sugar Bear in 1973, who also restored it for Heart of Gold.



Owner: Les Covington
City: Portland, Oregon

GENERAL

Designer: Les Covington
Year/make: 1949 Harley-Davidson
Model: FL panhead chopper
Fabrication: Les Covington
Assembly: Les Covington
Time: 13 months
Chroming: gold, nickel, Pacific Northwest Plating

ENGINE

Year/make: 1949 Harley-Davidson
Model: FL
Rebuilder: Les Covington
Displacement: 74 cu. in.
Cam: Andrews J solid
Ignition: Harley-Davidson points
Pistons: Harley-Davidson
Lower end: stock Harley-Davidson
Heads: stock Harley-Davidson 55 O-ring
Lifters: JIMS solids
Fuel System: Linkert M74B Carb
Air cleaner: Les Covington
Pipes: 304 stainless, Les Covington

TRANSMISSION

Year/make: 1949 Harley-Davidson
Shifting: 4-speed jockey

PAINT

Painter: Europa Paint
Type/color: black, gold
Special Paint: Mitch Kim gold leaf, stripes

FRAME

Year/make: 1949 Harley-Davidson
Type: wishbone rigid
Rake: 42 degrees
Stretch: 6 inches

ACCESSORIES

Bars: Hardtail Choppers
Handlebar controls: none
Fender: Throttle Addiction rear
Headlight: vintage S&M Lamp Co.
Taillight: Les Covington
Electrics: Harley-Davidson
Gas tank: axed 1949 tanks
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Les Covington
Pegs: Anderson
Grips: Les Covington

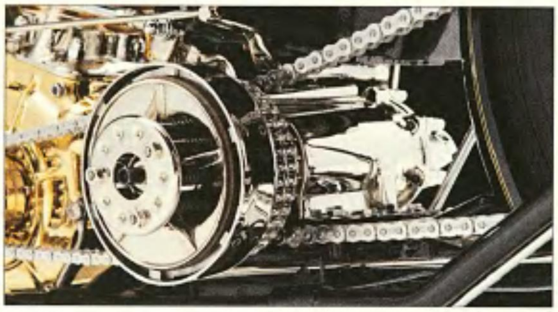
FORKS

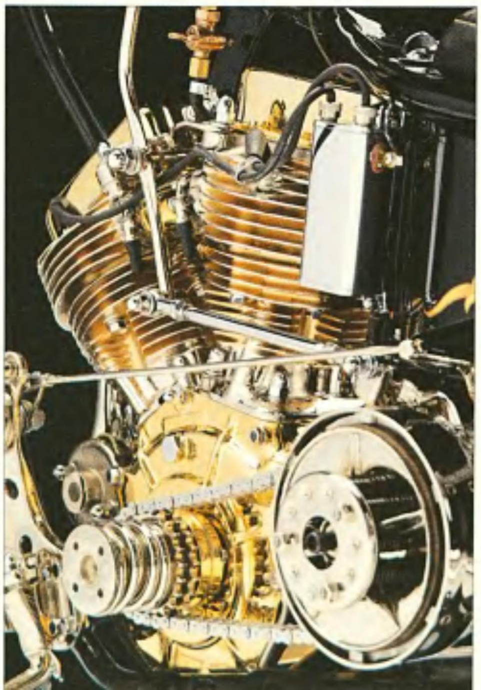
Type: 1973 Sugar Bear springer
Extension: 18 inches over

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: Kelsey Hayes, Star hub
Tires: vintage Goodyear Speed-Grip
Brakes: Harley-Davidson drum

Photos: Michael Lichter
Contact: Covington's Motorcycle Shoppe
503-799-8828
covingtonsmotorcycleshoppe.com





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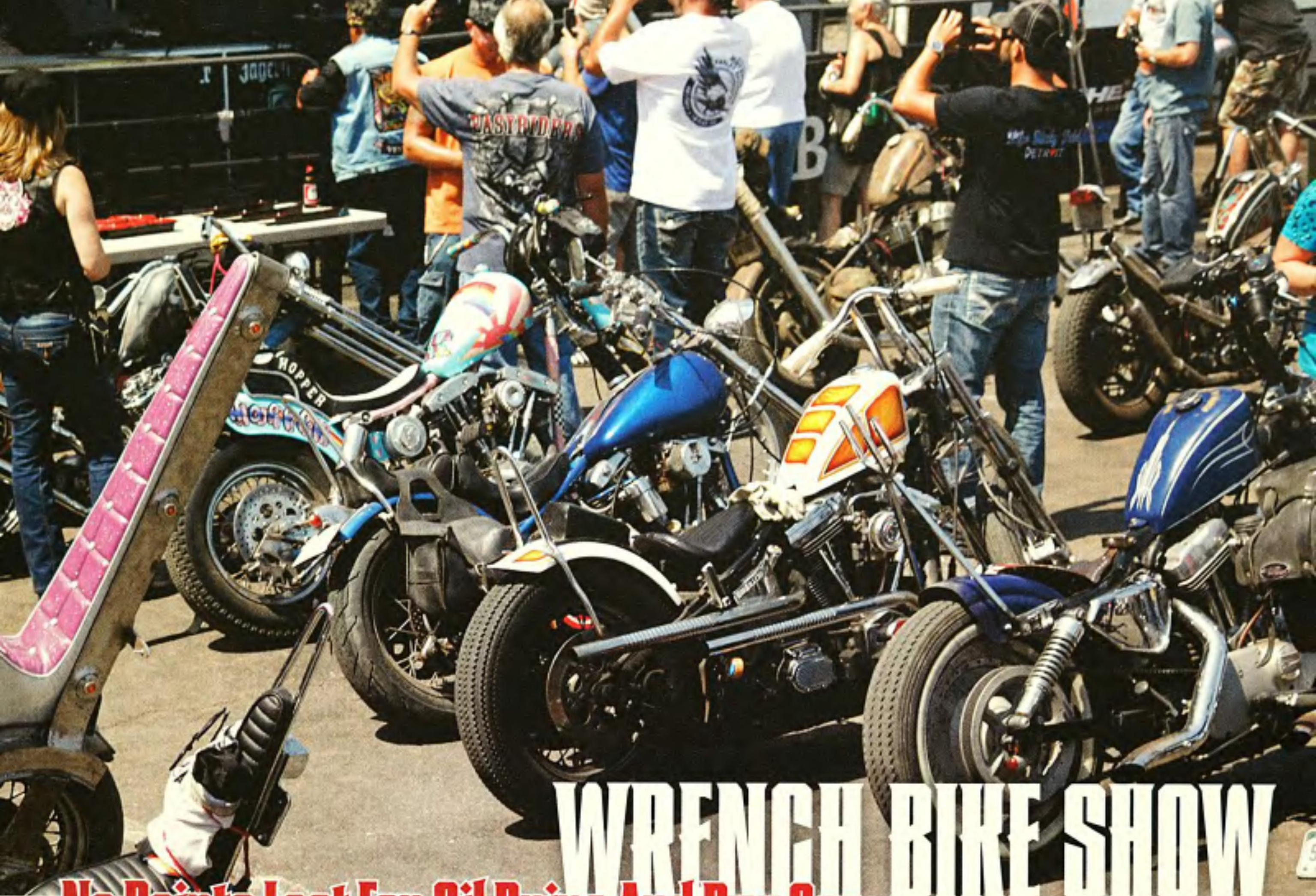
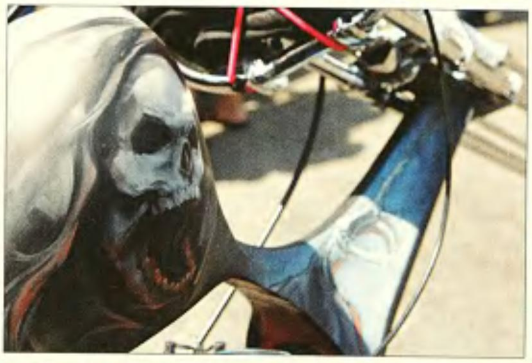


WRENCH BIKE SHOW

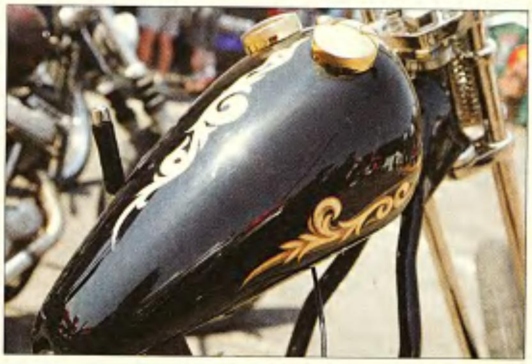
No Points Lost For Oil Drips And Bug Goo

The *WRENCH* crew rode their asses off to make it from Los Angeles to Sturgis in time for the *WRENCH* Old School Bike Show on Monday, August 3 during the Rally. Editor Cary Brobeck joined me to judge the collection of panheads, shovelheads, big twin Evos, and Sportsters. Most of the choppers and bobbers were rigids and ALL of the scooters in this oil-drippin' show were ridden to Sturgis from all over creation!

Besides takin' home trophies, some of the winners' bikes were photographed by John Covington and appear right here in this issue. Makes it all worth the ride, right? Actually, the ride is what makes the ride worth it. —*Dave Nichols*



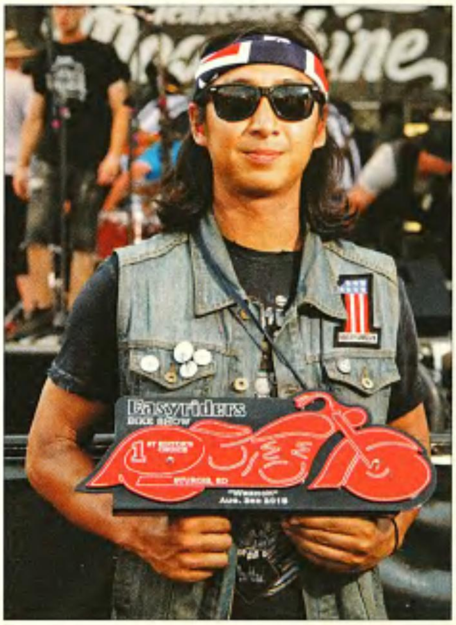
MOTOR
HARLEY-DAVIDSON
CYCLES



SAILOR
JERRY
RIDE
BLINGS
CYCLES

HARLEY
FUCKING
DAVIDSON

FRIES
EASYRIDERS
Salvation



TOP WINNERS OF THE *WRENCH* BIKE SHOW INCLUDE:

BOBBER:
1st Ryan Copeland's 1999 Evo Softail
2nd Zach Pappas' 2005 Rigid Softail
3rd Curtis Zavodny's 2015 Bobber

CHOPPER:
1st Anthony Calvillo's 1972 Shovelhead Chop
2nd Everett Bennett's 1970 Denvers Chopper
3rd Robert Tooker's 1977 Shovelhead

BEST PAN:
Les Covington's 1949 Pan Chopper

BEST SHOVEL:
Cody Kemmer's 1949 EL

***EASYRIDERS* EDITOR'S CHOICE:**
Aki of Hog Killers' 1980 ULH Chop

***WRENCH* EDITOR'S CHOICE:**
Brandon Atienza's 1984 FXE Shovel

BEST OF SHOW:
Les Covington's 1949 Panhead Chopper

Photos: John Covington

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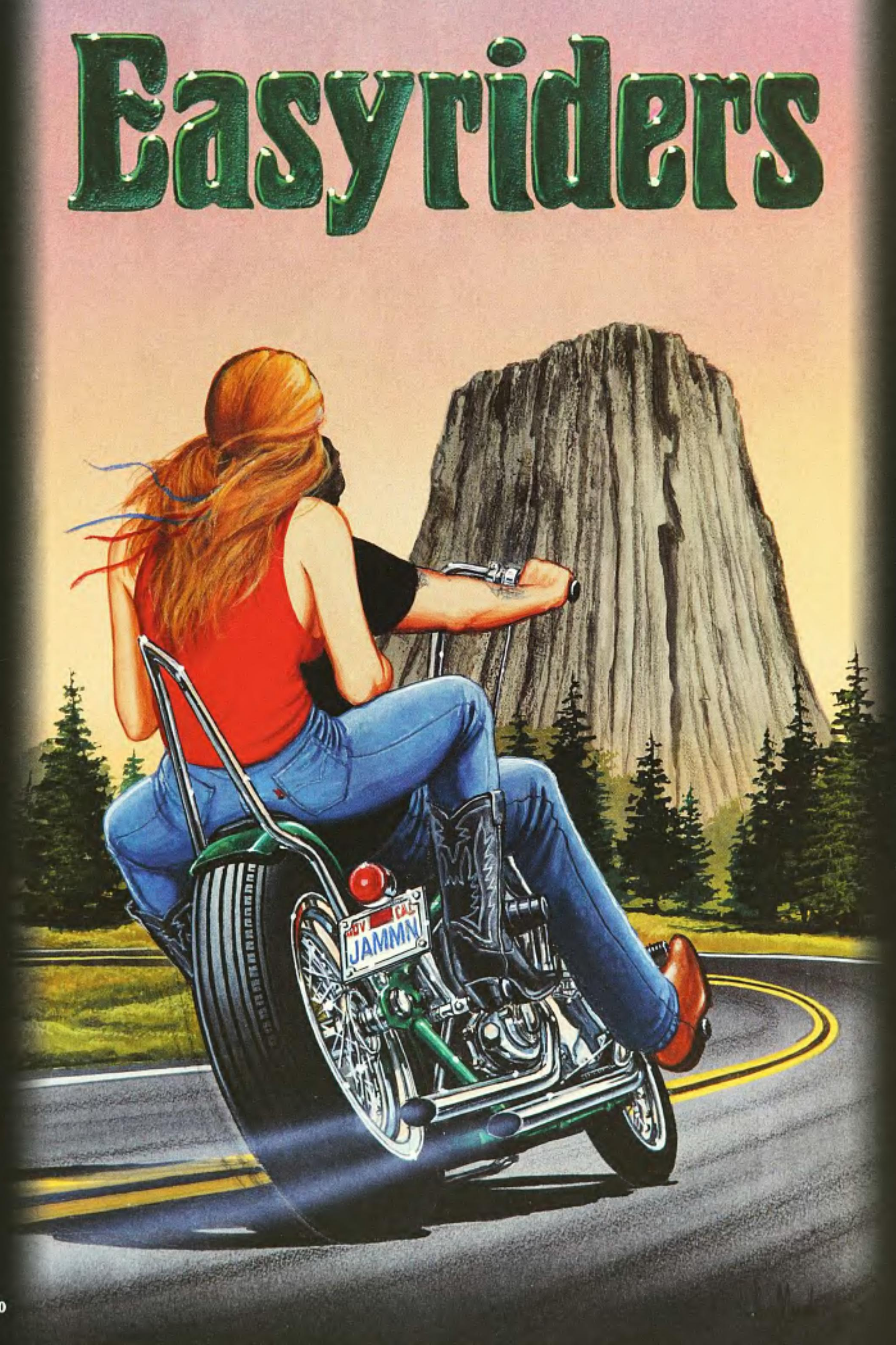
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Brandon Atienza's 1984 FXE

WRENCH BIKE SHOW'S EDITOR'S CHOICE

I don't know what the judges liked about my bike. Maybe it was the window wipers I used as pegs or the cardboard oil plug.

For 29-year-old Brandon Atienza of Chino Hills, California, the trip to the Sturgis 75th was a dream come true. "I had never been to Sturgis, and the ride out there with Cary Brobeck and the *WRENCH* crew was incredible," Brandon tells us.

"We rode through nine states in every kind of weather, we camped next to rivers, the scenery in Utah was amazing, and we even had a bear jump out at us in Yellowstone (probably looking for a picnic basket).

As we write this, Brandon is still on the trip. He broke down in Canada and had to get tow-strapped, riding at 50-miles-per-hour, to the next town for repairs. But one of the highlights of his adventure was winning the Editor's Choice trophy at the WRENCH Bike Show at the Easyriders Saloon during the rally. "I was blown away," Brandon says. "I mean, I don't know what the judges liked about my bike. Maybe it was the window wipers I used as pegs or the cardboard oil plug."

No doubt what the judges saw and appreciated was heart. Brandon used to

ride an Ironhead Sportster but wrecked it. He found this 1984 FXE on Craig's List and bought it from, as he says, "A crackhead guy." However, he saw the heart of gold in the old shovelhead. "I knew what I had in my head and enlisted the help of some guys I knew to put it together." The FXE frame was turned into a hardtail by Elswick Cycles, the welding and brackets are by Wompy at SK Machine, the black paint job is by Chris Fediska, and many of the trick parts, such as the pipes and sissybar, are by Slim Fab.

"The whole bike was all zip-tied together for the trip to Sturgis," Brandon says. "I kept waiting for it to fall all to pieces." But it made the trip, and Brandon has the memories and the trophy to prove it.

—Dave Nichols

Owner: Brandon Atienza
City: Chino Hills, California

GENERAL

Year/make: 1984 Harley-Davidson
Model: FXE chopper
Assembly: owner
Time: one year

ENGINE

Year/make: 1984 Harley-Davidson
Model: FXE shovelhead
Ignition: Harley-Davidson
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Fuel System: S&S E Carb
Air cleaner: S&S
Pipes: Slim Fab

TRANSMISSION

Year/make: 1984 Harley-Davidson

PAINT

Painter: Chris Fediska
Type/color: black

FRAME

Year/make: 1984 FXE, Elswick Cycles
Type: hardtail
Rake: stock
Stretch: stock
Shocks: none
Brackets: Wompy at SK Machine

ACCESSORIES

Bars: Flanders
Fenders: Gas Box
Headight: swap meet
Taillight: swap meet
Pegs: window washer squeegies
Gas tank: Mustang
Oil tank: Slim Fab
Primary: panhead
Seat: Seat Pan Slim
Sissybar: Slim Fab
Grips: Jack Hammer

FORKS

Type: 39 mm
Extension: 6 inches over
Builder: Forks by Frank

WHEELS

Size: 21-inch front, 15-inch rear
Tires: Avon Speed Master
Brake: Tokico dual piston

Photos: John Covington

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THE WAY WE RIDE
Road to Sturgis 75th

The only way to truly experience Sturgis is to ride there. For those that understand this simple concept, there is simply no other way to get there. For them, the notion of a working bike on a trailer is as alien as a green, three-titted space slut from Mars.

The only way to truly experience Sturgis is to ride there. For those that understand this simple concept, there is simply no other way to get there. For them, the notion of a working bike on a trailer is as alien as a green, three-titted space slut from Mars.

With this in mind, a group of 31 hearty individuals on a variety of machines—pans, shovels, Sportsters, Dynas, Road Glides, a Moto-Guzzi, an old CB750, and the Born Free giveaway 1946 knucklehead—and a wild crew of daredevil cameramen set out from Southern California to document their journey to the rally of rallies, the Sturgis 75th.

The end result of this madness is a documentary called The Way We Ride: The Road to Sturgis 75th. The video was shot, edited, and ready to screen two weeks after the rally was over at Oliver Shokou's Glendale Harley-Davidson in Glendale, California.

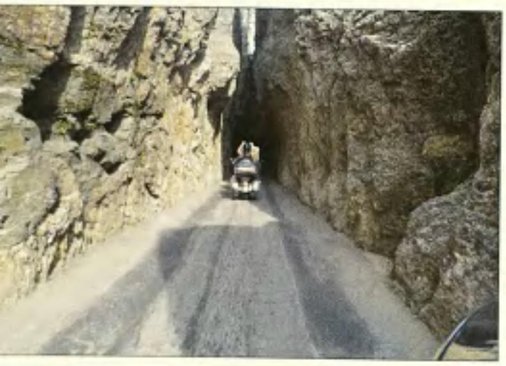
The pack was not your average group of life-long friends getting together for some "Wild Hogs" male bonding time. The ride was set up and organized by a couple of our editors and started out as a simple chopper ride, wherein we would grab a few likeminded individuals and head out for a 3,000 mile roundtrip adventure.

As the Sturgis departure date grew closer, more and more people were committing to the journey, so the list grew. Two weeks before the departure date, *Sons of Anarchy* co-star Rusty Coones and company reached out to us. Rusty and Paul Sr. from OCC are working on a new project called *Orange County Choppers: American Made*. The duo thought a ride from SoCal to Sturgis would be a great fit for the show, which is scheduled to air on A&E on February 20, 2016. Rusty had heard

about our ride through Affliction Clothing, which was providing the chase truck, and asked to join forces. We were also stoked to find out ex-UFC champ and all-around badass Randy Couture was joining us. Between the two crews, the pack was at 28, with three more ready to join us along the way for a total of 31 bikers! Two separate film crews, an MMA legend, and a bunch of dirty old choppers… what could possibly go wrong?

There were challenges and vast rewards every day of the journey. Just getting 31 people on their bikes after a much-needed break from crossing the murderous heat of the Mojave desert, was a chore. The group owes a big thank you to the folks over at Hogs & Heifers for getting us out of the 110-degree Vegas heat and cooled down with some frosty beverages. After the cool down, we mounted up and set our sites on St. George and the swimming pool that was waiting for us.

With the first day behind us, we could now look forward to the freedom of no helmets and uncongested roads. We set off on Day Two and headed through Zion National Park, one of the most



beautiful stretches of highway this country has to offer. Taking our time getting through the park really put a set back on the mileage we needed to do stay on track. It was here that the group decided to enjoy the ride and not stress about getting a certain amount of miles per day done. We rode a mere 150 miles that day and called it quits at Big Rock Candy Mountain campground. This was the perfect spot to set up camp and enjoy some Ole Smoky Moonshine and a campfire.

On Day Three we decided to try and make up some lost time by keeping the gas breaks short and the sightseeing to a minimum. The sightseeing was easy to minimize since the road itself was so fucking amazing. Following the Colorado River on Highway 70 is another one of those "bucket list" roads all bikers should ride. The group split up a little but all ended up 600 miles later in Fort Collins, Colorado. The hard push that day was a bit of strain on some of the old bikes, so first thing the next morning, the chopper crew was wrenching away in the local Waffle House parking

lot. Within a couple hours all the choppers were running tip top and ready for the push to Sturgis.

Into Day Four on the road, we were ready to get into town…so we thought. Once we hit Highway 58 in Wyoming, we went into cruise mode again. Stopping for some more cold ones at Longbranch Bar and Grill in Hawk Springs, Wyoming, we decided to prolong our road trip one more night just for a laugh. We found a campsite in Lusk and set up camp early. The group knew that once we hit Sturgis we would all split into much smaller groups and not be able to keep it all together.

This was the night it all sunk in for many that Sturgis is not about Main Street or the Buffalo Chip—it's about the ride. Thirty-one people ranging in age from ages 20 to 65 and riding all different sorts of bikes had created a bond with each other that can be summed up in one word, "Brotherhood." This brotherhood is something that is earned among riders on the road; its not something that comes easy. When a brother needs a bumpstart because his starter takes a shit, you give him a push. When a brother needs a set of points, and you're the only one with an extra set, you give it to him. Keeping each other on the road and off the chase truck is what its all about, not the floppy titties and beer bellies you see in town.

All that being said, we made it to Sturgis the next day, set up camp at The Bulldog Creek Campground and had a great fucking time! Can't wait to head back next year.

—Cary Brobeck

Photos: The WRENCH Crew

SPORTSTER FORTY-EIGHT

Road Poetry

GOING BIG THE SMALL WAY

Once upon a Sturgis run with fiery deserts and mountains to climb, a red sparkle Sportster Forty-Eight appeared to me as a steel pony to ride.

The world of giant baggers and Barcalounger comfort laughed in blubbery guffaws at the little bike and me, "You can't tour on a Forty-Eight—the seat's too hard, the tank's too small, there's no storage and besides, you're too old, with rickety bones and pains upon pains. You'll be crippled for life, your back will snap, your feet will fall off!"

Banished eternal these voices of dark discouragement, I went out and simply rode. Solutions were easy. Large windshield for Wyoming bluster, factory saddlebags and a rear rack for bungee magic, gel pad for ass relief, extra gallon of gas in a Reda Industries can for the long stretches.

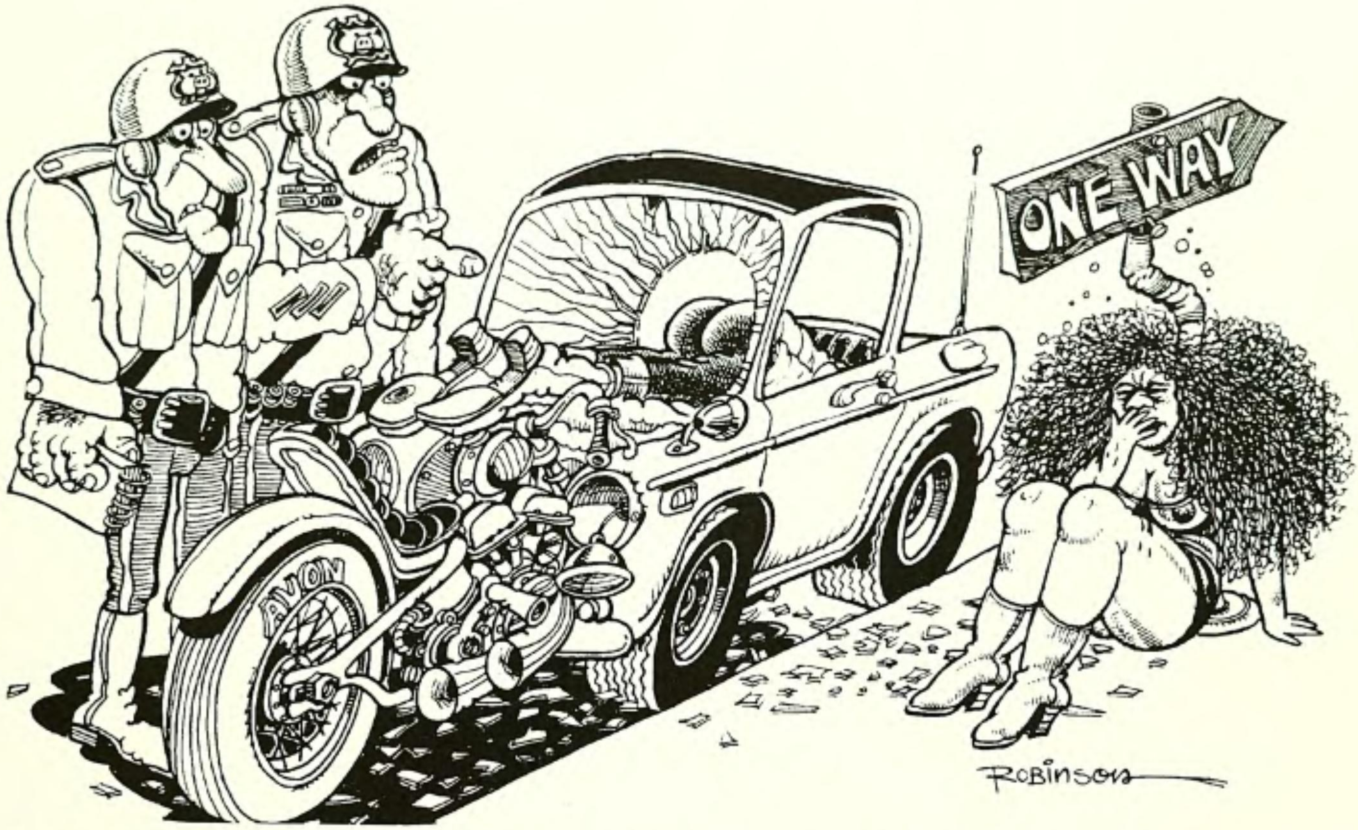
Photos: The WRENCH Crew

All I needed was the will to ride, the desire to GO. All the while rolling the slabs and the two-lanes, Sturgis bound, passing trailer after trailer loaded with big baggers, whose tires, unspoiled by highway miles, would be set down gently and grip well the motor-melting footslog tarmac down Lazelle Street to buy a big sticker for the trailer that said, "I SURVIVED STURGIS 75."

While I, aboard this simple little red sparkle ride, rode every inch and loved every mile. Never once did I long for a heavy, lumbering stride, nor pine for the useless things I left behind. Traveling light, I found how little I needed. Traveling humbly, I found joy in motion.

Riding the Forty-Eight, I found a hearty machine capable of long miles and beautiful adventure. In 3,000 miles I was not crippled for life, my back didn't snap, and my feet are still attached. Every time I looked down at that red sparkle gas tank it made me really happy. Whenever I think of the bike, the road, the blue sky, the rain, the sun, the long days, the blue moon over the Big Rock Candy Mountain, the wind on the prairie, the silence of the Utah sandstone, I'm ready to go again.

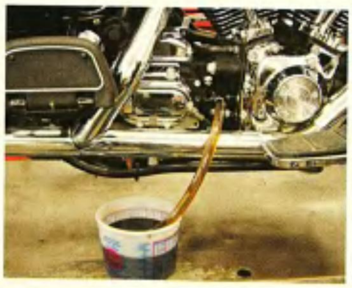
—Beatnik



"Okay, rookie, book the biker for breaking and entering, book his chick for leaving the scene of an accident and get this poor citizen home before something bad happens!

SIMPLE BUT CLEVER | *Rogue Chopper's oil changer does the dirty work*

WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even there. Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity! Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.



Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

Rogue Chopper has the fix for this problem; The Scavenger Total Oil Change System. This clever yet easy to use system effectively purges all the oil from the engine when performing an oil change. With this we get no old broken down oil mixing with new oil so our new oil stays fresh longer. It's great if you want to switch to synthetic oil from regular oil or the other way, but either way it's a great product.

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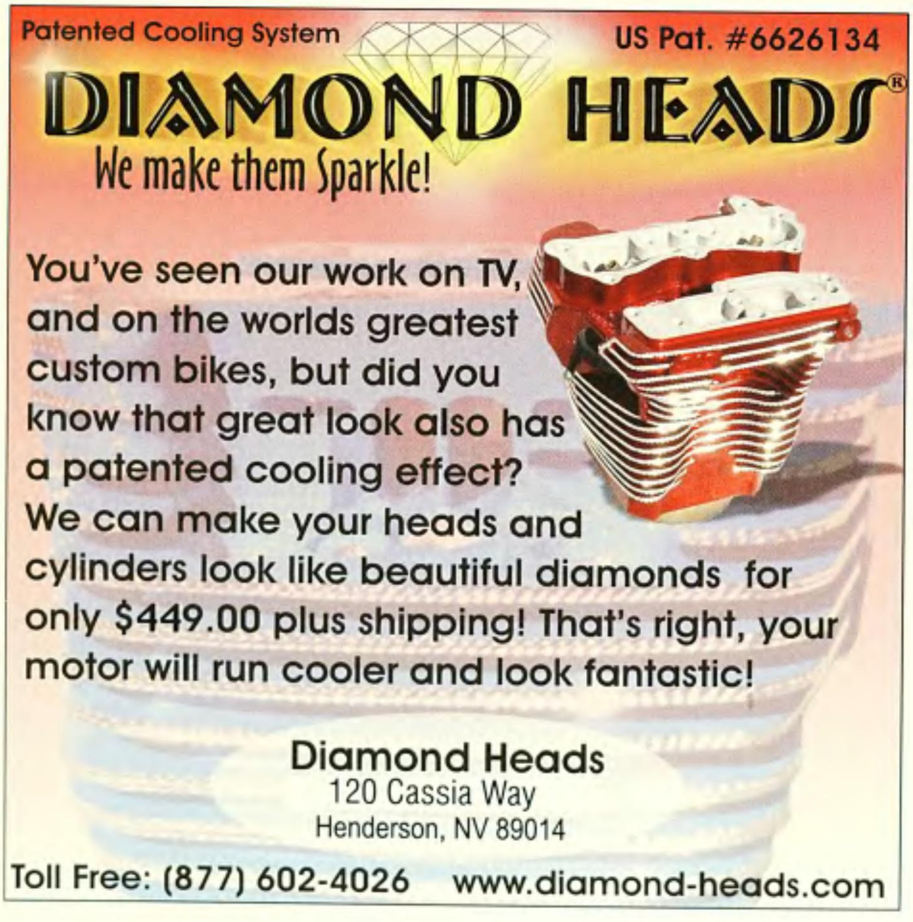
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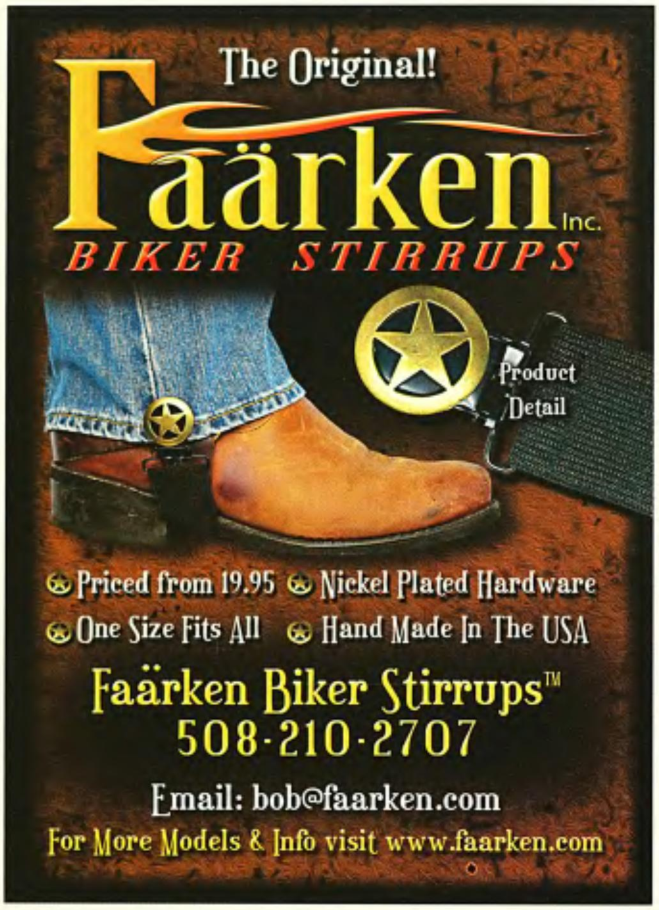

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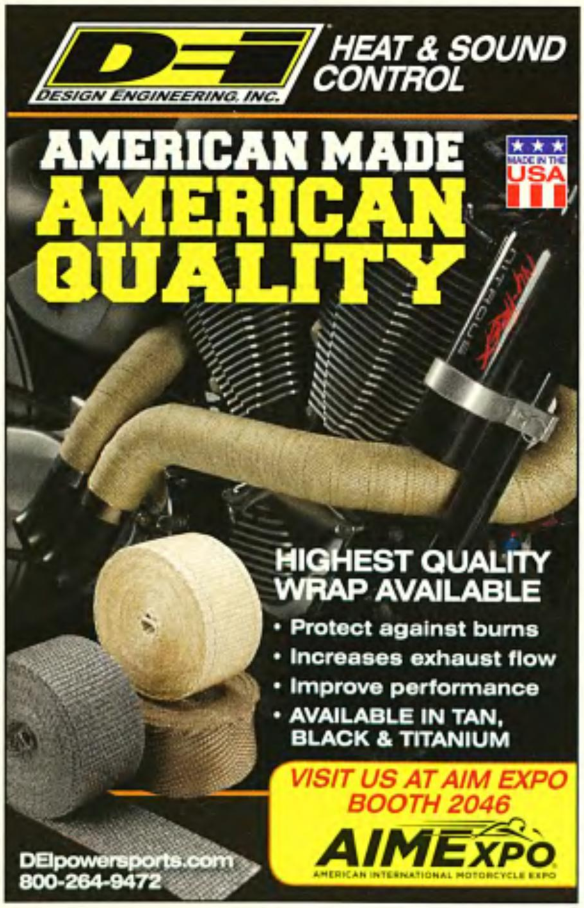

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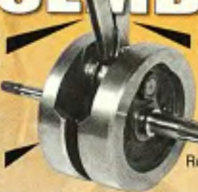

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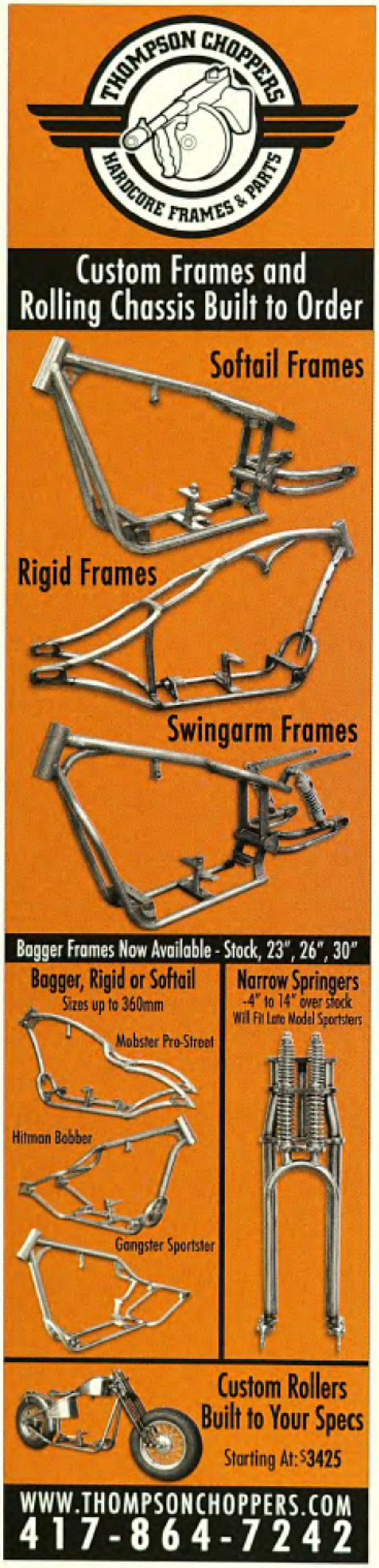
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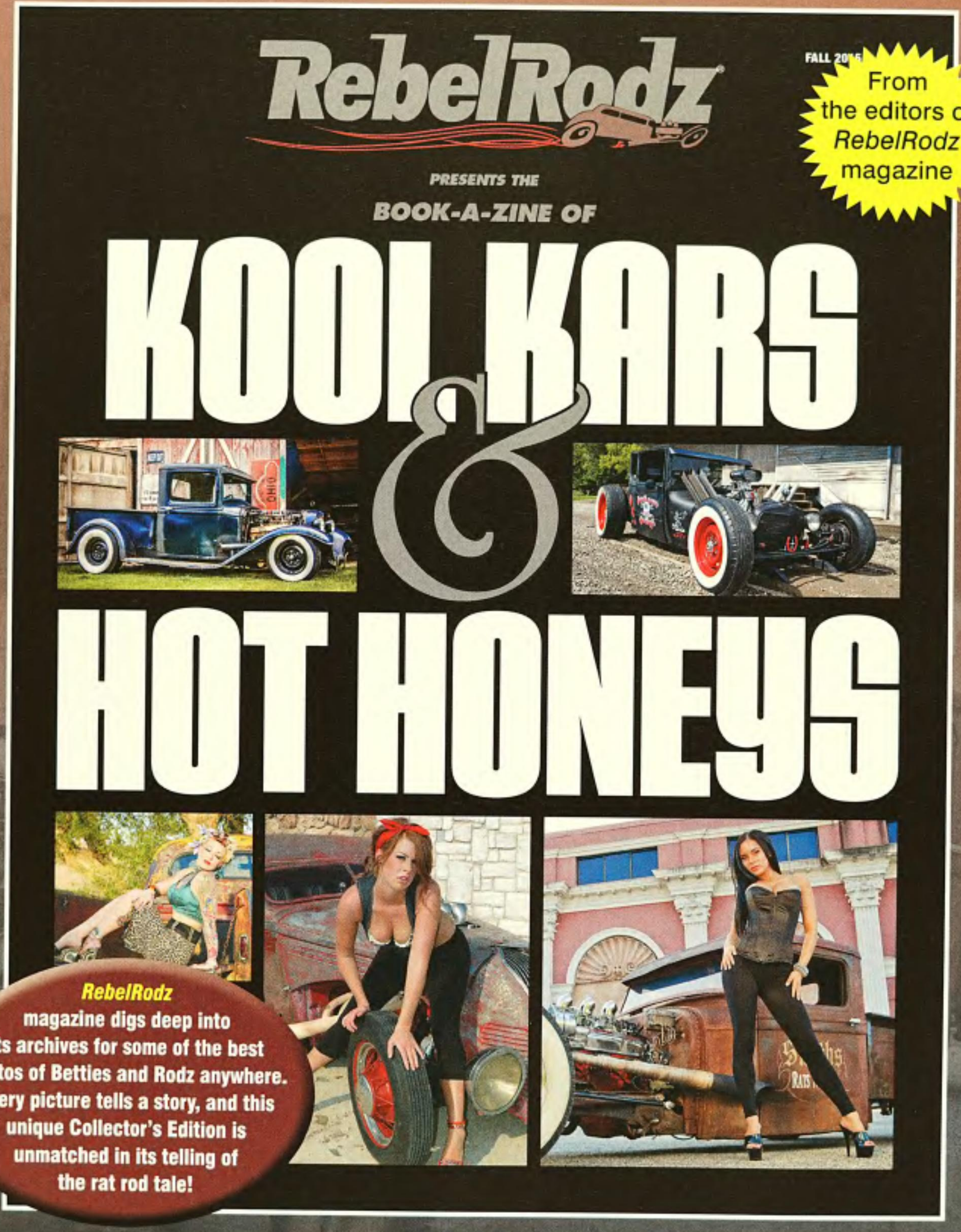

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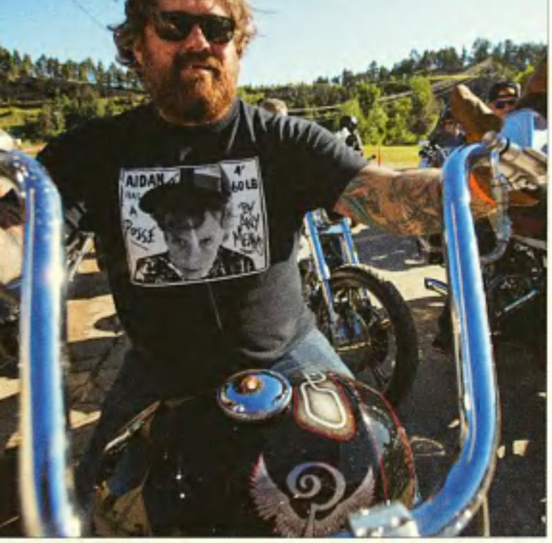
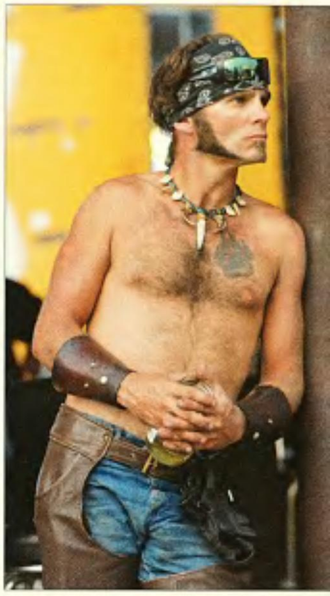
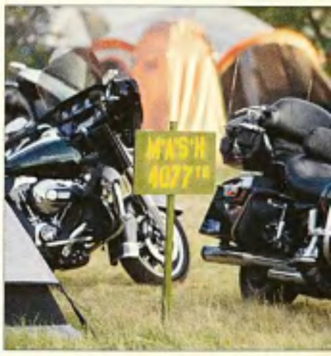
The 75th Annual Sturgis Motorcycle Rally is over. And now that the last Harley has turned its front tire towards home and roared off into the sunset of this history-making event, what are we left with? We are all certainly left with precious memories of being with good friends in a V-twin wonderland.

Sturgis' Diamond Anniversary
HAPPY TRAILS







The rally offered every possible kind of entertainment, from mild and family oriented, to forms of debauchery that push the envelope well passed the sticky part.

The Sturgis Rally is a state of mind that every rider can keep with them and access every day. The incredible rides through the Black Hills and the sense of the sacred Dakota land mixes with the laughter found around campfires and stories told of amazing exploits on the roads to this motorcycle gathering of the tribes. No matter where you live or who you are, Sturgis provides you with an instant family to party with—an incredibly BIG family.

As the rally began to wind down, I asked our editors what the most unusual thing they actually heard someone say was during the Rally. Steve "Beatnik" Werner took the prize with an account of a late-night juice and smoke session over at the Chubbs Brothers house on Lazelle. The house is known to offer extreme fun in many forms. The stripper pole out in the front yard is proof of that. It seems that the fun turned to drinking body shots off the lithe body of one particular stripper. In a sort of "anal luge," the Chubbs Challenge that night involved lapping up the high octane happy sauce off of this giggling gal's butt. She was actually heard to exclaim, "That's the most saliva I've ever had on my butt!" It's good to have goals in life.

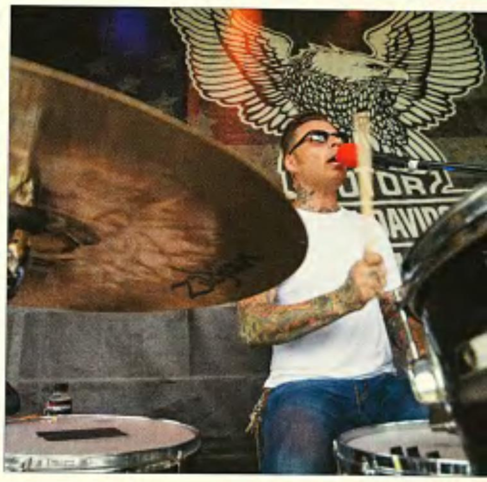
Much like the saliva on that stripper's butt, the 75th Sturgis Rally has dried up and moved on, but memories of the wet, wild fun remains on the lips of all who rode there, like a kiss from God.

—Dave Nichols

Photos: Michael Lichter

FULL THROTTLE
SALOON

GYRO



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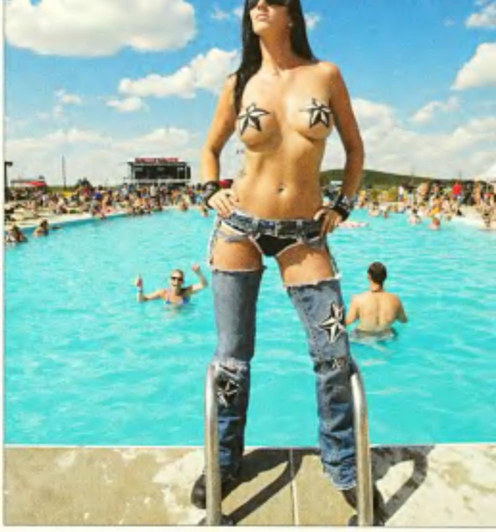
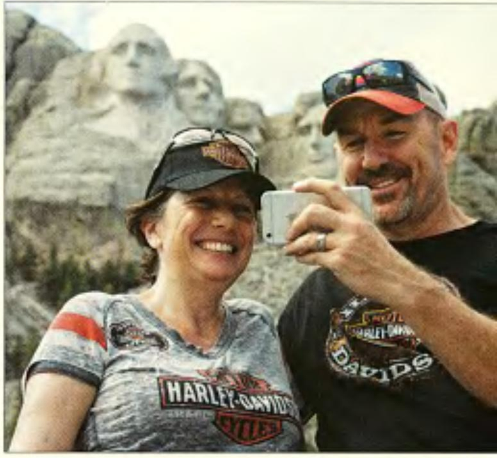
CHANGE
BIKINI
BIKE
WASH



LOVE
SPLITTER



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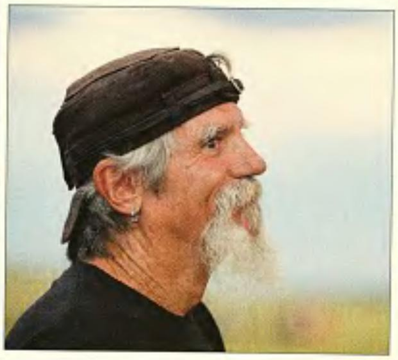

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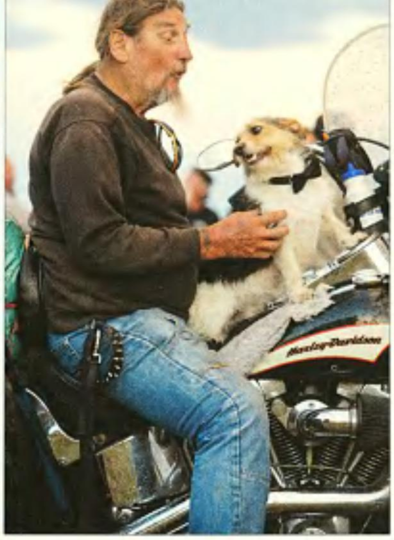
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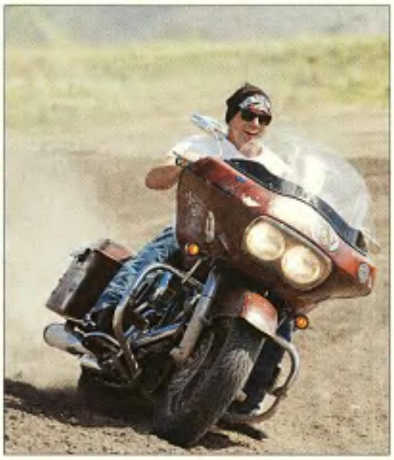

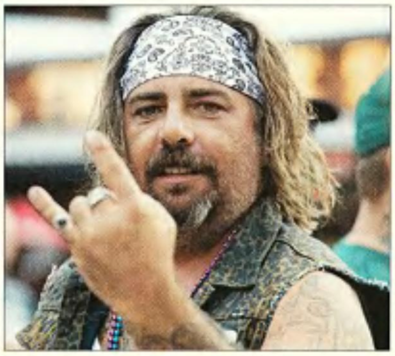

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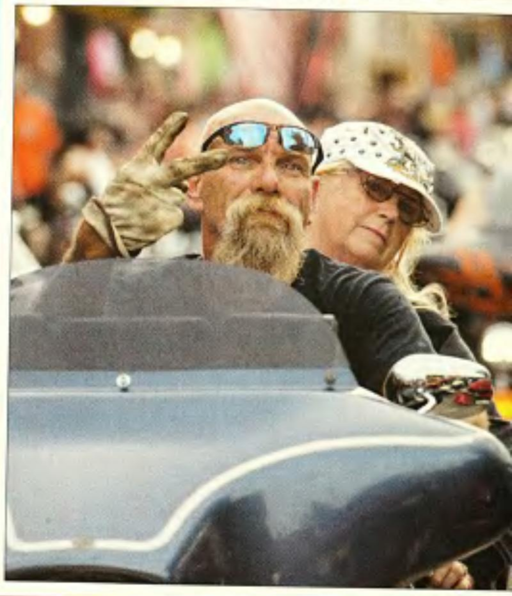

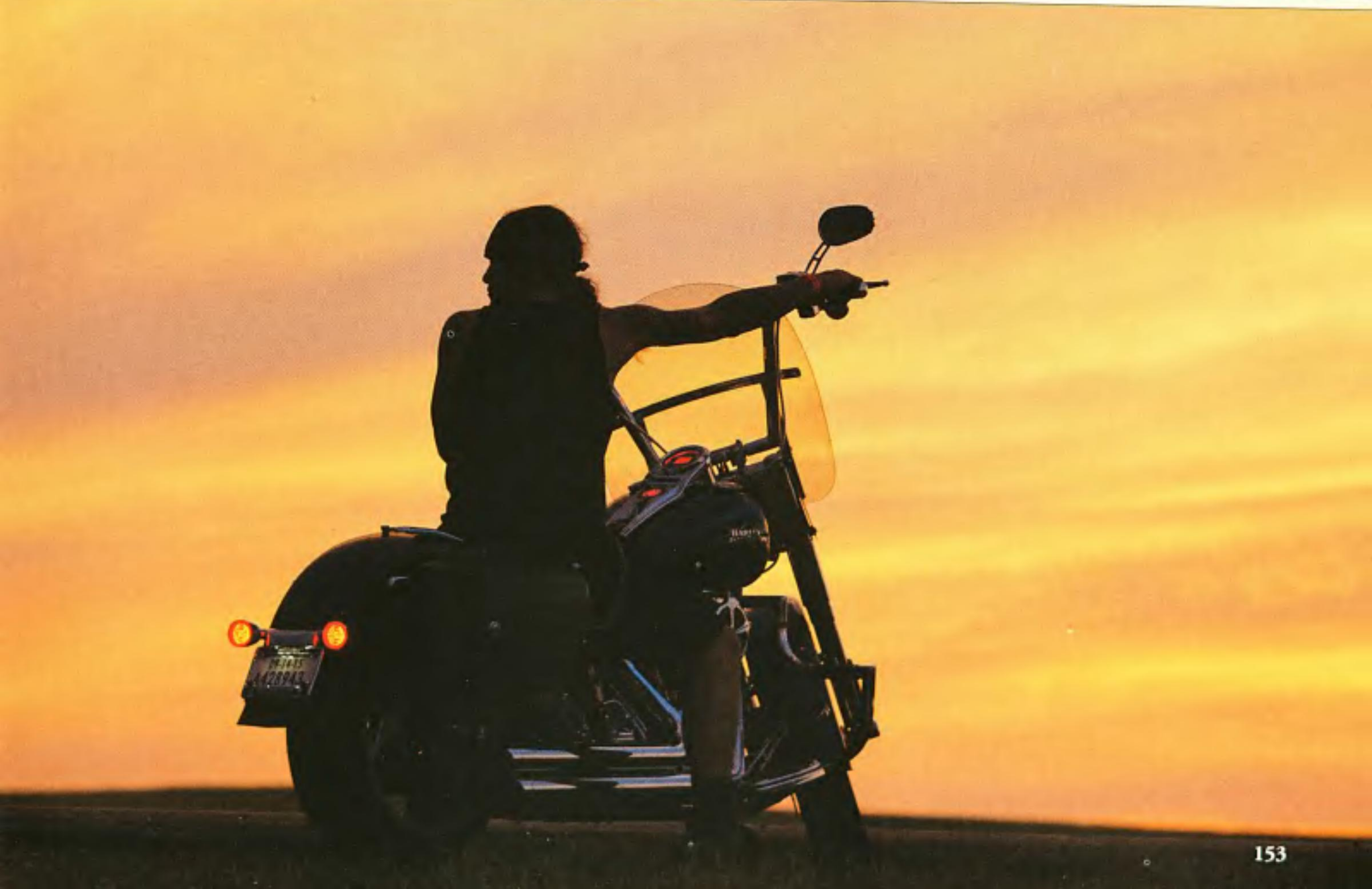

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